



This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

We also ask that you:

- + *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.
- + *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.
- + *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.
- + *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at <http://books.google.com/>

7031

113



HWT
MVRP-

HUNT'S YACHTING MAGAZINE.

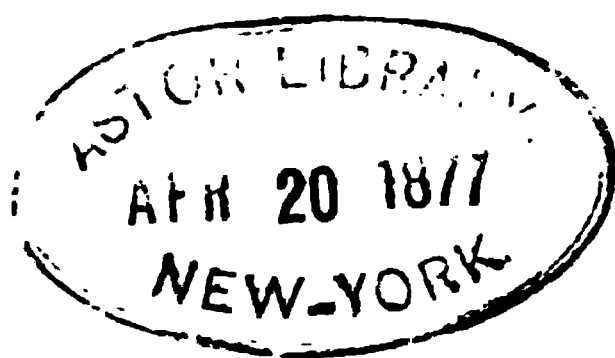
VOLUME THE TENTH.



"The security of the Kingdom is increased by every man being more or less a Sailor."—CAPT. MARRIAT'S *Pirate and Three Cutters*.

LONDON:
HUNT AND CO., 6, NEW CHURCH STREET, WEST,
EDGWARE ROAD,
SIMPKIN, MARSHALL & Co., STATIONERS' HALL COURT.

1861.



HUNT AND CO.,
NEW CHURCH STREET, N.W.,
EDGWARE ROAD,
LONDON.

PREFACE.

Those who have patronized the *Yachting Magazine* for the past ten years will be gratified to hear that it meets with a steady increased sale, and that its usefulness is acknowledged and appreciated in all parts of the world where yachting is promoted. This will stimulate the Editor to greater exertions to render this class work still more worthy of patronage; and he solicits yachtsmen to aid by the loan of their logs and diagrams of vessels, that they may be inserted for the benefit of their brethren.

The Editor cannot close this tenth volume without expressing his sincere thanks to his supporters and contributors for past favours, and of which he will ever retain a grateful remembrance.

NOV 1964
JULIA
YVETTE



HUNT'S YACHTING MAGAZINE.

JANUARY, 1861.

YACHTS AND YACHTING.*

BEING A DESCRIPTION OF THE BUILDING, MASTING, RIGGING, SAILING AND
GENERAL MANAGEMENT OF YACHTS.

CHAPTER XIV.

THE ordinary method of constructing jibs is to have the cloths running parallel with the after-leech; long custom, and the eye being habituated to this mode of construction has probably established a prejudice in its favor. Many attempts have been made to improve upon this construction during recent years, and some with considerable success; the principal of these, and which I have seen tried most successfully in racing yachts is, Mr. Matthew Orr's Angulated Jib: splendidly working sails cut and fashioned upon this principle have come under my observation.

In describing his method Mr. Orr observes, "Its advantages are, to produce a more favorable effect of the power acting upon the sail, than what is produced by the old established method of construction, and consequently imparting a more advantageous impulse to the vessel."

Orr's jib is a very strong and flat standing sail, when properly

* Continued from page 500, vol. ix.

constructed, it is also known amongst yachtsmen under the name of the "Scotch cut jib," probably from the fact of its being principally used by Scottish yachts. For the method of construction, see *plate 44*:—With the lengths of the three sides of the proposed jib, construct a triangle ZYX , then make an allowance for the proper roach, or arc on the luff of the sail; this is done by setting off from 2 to 3 inches for every cloth in the sail, at right angles to the straight line ZY and opposite to the clew, and then describing the roach or arc through its extremity; then taking X as a centre describe the arc $a b$, and with a and b as centres describe arcs cutting each other in m ; draw the line $X m W$, which will bisect the angle X . From W let fall the perpendiculars $W e$, on $Z X$ and $Y X$; $X e$ equals the *amount* of the *seam* gores. Divide $W e$ into as many equal parts as there are cloths required to fill up that space, and through the points of division draw lines parallel to $Z X$ and $Y X$ respectively, and meeting in the line $W X$, from which the length of every gore to the scale of dimensions may be accurately found, as the perpendiculars $z c$ of the small right angled triangles shown $z c d$ at the head of the jib in the plate.

Next comes Mr. Andrew Taylor's plan for constructing a jib, in which he gores the after-leech as well as the luff and foot, gets the foot gores more approximating to a thread of the canvas, thereby obviating so much stretching, and reducing the roach on the luff: for it is to be observed that the roach comes in as well to assist the stretching of the sail at foot as to meet the strain from the clew.

This jib stands very flat, and forms a powerful and effective sail; to make a draught of this sail, see *plate 45*. Take the lengths of the three sides from a scale of equal parts, and describe the triangle $Z Y X$, give the proper roach or arc to the luff $Z Y$, and the foot $Y X$; then take a square $a X b$, and place the right angle on X at the clew of the sail; with a pair of dividers take the widths of the cloths that are gored in the after-leech from the same scale of equal parts; put one point of the dividers on z , move the top of the square until the side $a X$ touches the other point at right angles to it, and mark the point a ; then draw lines to the sides of the square as seen in the plate, and the line $Y b$ drawn from Y at right angles to the side of the square $X b$, will give the requisite foot gore. Divide $z a$ and $X b$ (which are equal to the widths of the cloths in the leech and foot) into as many equal parts as there are cloths, and through the points

Mr. R. Kipping's plan for an improved, or modified Angulated Jib, is a combination of the principles of Orr's and Taylor's methods. It differs from Orr's in having the joining seam in the body of the sail, lower down on the luff rope, and more in the direction of the direct strain of the jib; and from Taylor's in having the upper cloths more oblique to the leech, and having much less gore on the

TABLE I.—FOR EIGHTEEN INCH WIDE CANVAS.

[illegible]

luff, approximating more to a thread of the cloth. It is calculated to make an exceedingly strong, flat standing, and most effective sail, combining the best properties of the other two, with a better distribution of the canvas whereby to ensure equality of stretching all over the sail.

For the mode of constructing this jib see *plate 46*: with the length of the three sides, taken from any convenient scale of equal parts, construct the triangle *z y x*, describe the proper roach or curve

TABLE I.—(Continued.)—FOR EIGHTEEN INCH WIDE CANVAS.

Depth on the Helve.	Corresponding length of Gore.	Length of cutting in seaming			Depth on the Helve.	Corresponding length of Gore.	Length of cutting in seaming			Depth on the Helve.	Corresponding length of Gore.	Length of cutting in seaming		
		In. 1	In. 1½	In. 1¾			In. 1	In. 1½	In. 1¾			In. 1	In. 1½	In. 1¾
3	13	5	2½	2½	3	16	3	4	5½	6	9	1	9	2½
3	23	8	2½	2½	3	26	4	4	5½	6	9	2	9	3½
3	33	6	2½	2½	3	36	5	4	5½	6	9	3	9	4½
3	43	7	2½	2½	3	46	6	4	5½	6	9	4	9	5½
3	53	8	2½	2½	3	56	7	4	5½	6	9	5	9	6½
3	63	9	2½	2½	3	66	8	4	5½	6	9	6	9	7½
3	73	10	2½	2½	3	76	9	4	5½	6	9	7	9	8½
3	83	11	2½	2½	3	86	10	4	5½	6	9	8	9	9½
3	94	0	2½	2½	3	96	11	4	5½	6	9	9	9	10½
3	104	1	2½	2½	3	107	0	4	5½	6	9	10	9	11½
3	114	2	2½	2½	3	117	1	4	5½	6	9	11	9	12½
4	04	3	2½	2½	3	07	2	4	5½	6	9	10	0	10
4	14	4	2½	2½	3	17	3	4	5½	6	9	10	1	10
4	24	5	3	3	3	27	4	4	5½	6	9	10	2	10
4	34	6	3	3	3	37	4	4	5½	6	9	10	3	10
4	44	7	3	3	3	47	5	4	5½	6	9	10	4	10
4	54	7	3	3	3	57	6	4	5½	6	9	10	5	10
4	64	8	3	3	3	67	7	4	5½	6	9	10	6	10
4	74	9	3	3	3	77	8	5	6	8	10	10	7	10
4	84	10	3	3	3	87	9	5	7	8	10	10	8	10
4	94	11	3	3	3	97	10	5	7	8	10	10	9	10
4	105	0	3	3	3	107	11	5	7	8	10	10	10	10
4	115	1	3	3	3	117	0	5	7	8	10	11	11	0
5	05	2	3	3	3	08	1	5	7	8	10	11	0	11
5	15	3	3	3	3	18	2	5	7	8	10	11	1	11
5	25	4	3	3	3	28	3	5	7	8	10	11	2	11
5	35	5	3	3	3	38	4	5	7	8	10	11	3	11
5	45	6	3	3	3	48	5	5	7	8	10	11	4	11
5	55	7	3	3	3	58	6	5	7	8	10	11	5	11
5	65	8	3	3	3	68	7	5	7	8	10	11	6	11
5	75	9	3	3	3	78	8	5	7	8	10	11	7	11
5	85	10	3	3	3	88	9	5	7	8	10	11	8	11
5	95	11	4	5	6	98	10	5	7	8	10	11	9	11
6	106	0	4	5	6	108	11	5	7	8	10	11	10	11
6	116	1	4	5	6	119	0	5	7	8	10	11	11	12
6	06	2	4	5	6	09	1	6	7	8	10	12	0	12

on the foot YX and luff ZY ; draw the line XW from the clew to the luff in the direction of the strain of the jib sheets; then with any radius Xa , describe an arc ab , intersecting XW in m ; make, mb equal to ma , join xb and produce it to T , and the angle mXb will be equal to the angle mXa , and therefore XW bisects, or equally divides the angle YXT . From w let fall the perpendiculars We on XT and XY respectively: produce We to any indefinite length, and from z let fall the perpendicular zd upon it. Divide

TABLE II.—FOR TWENTY-FOUR INCH WIDE CANVAS.

Depth on the Selvage		Corres ponding Length of Gore.		Length of the eating in seaming to be allowed on the selvage according to the width of seam.											
				In. 1	In. 1½	In. 1¾	In. 2	In. 2¼	In. 2½	In. 2¾	In. 3	In. 3¼	In. 3½	In. 3¾	In. 4
Ft.	In.	Ft.	In.	...	...	...	...	...	...	...	...	...	...	...	...
0	1	2	0	...	...	...	...	...	...	...	...	...	...	...	...
0	2	2	0	...	...	...	...	...	...	...	...	...	...	...	...
0	3	2	0	...	...	...	...	...	...	...	...	...	...	...	...
0	4	2	0	...	...	...	...	...	...	...	...	...	...	...	...
0	5	2	0	...	...	...	...	...	...	...	...	...	...	...	...
0	6	2	0	...	...	...	...	...	...	...	...	...	...	...	...
0	7	2	0	...	...	...	...	...	...	...	...	...	...	...	...
0	8	2	1	...	...	...	...	...	...	...	...	...	...	...	...
0	9	2	1	...	...	...	...	...	...	...	...	...	...	...	...
0	10	2	1	...	...	...	...	...	...	...	...	...	...	...	...
0	11	2	2	...	...	...	...	...	...	...	...	...	...	...	...
1	0	2	2	...	...	...	...	...	...	...	...	...	...	...	...
1	1	2	3	...	...	...	...	...	...	...	...	...	...	...	...
1	2	2	3	...	...	...	...	...	...	...	...	...	...	...	...
1	3	2	4	...	...	...	...	...	...	...	...	...	...	...	...
1	4	2	4	...	...	...	...	...	...	...	...	...	...	...	...
1	5	2	5	...	...	...	...	...	...	...	...	...	...	...	...
1	6	2	5	...	...	...	...	...	...	...	...	...	...	...	...
1	7	2	6	...	...	...	...	...	...	...	...	...	...	...	...
1	8	2	7	...	...	...	...	...	...	...	...	...	...	...	...
1	9	2	7	...	...	...	...	...	...	...	...	...	...	...	...
1	10	2	8	...	...	...	...	...	...	...	...	...	...	...	...
1	11	2	9	...	...	...	...	...	...	...	...	...	...	...	...
2	0	2	10	...	...	...	...	...	...	...	...	...	...	...	...
2	1	2	10	...	...	...	...	...	...	...	...	...	...	...	...
2	2	2	11	...	...	...	...	...	...	...	...	...	...	...	...
2	3	3	0	...	...	...	...	...	...	...	...	...	...	...	...
2	4	3	1	...	...	...	...	...	...	...	...	...	...	...	...
2	5	3	1	...	...	...	...	...	...	...	...	...	...	...	...
2	6	3	2	...	...	...	...	...	...	...	...	...	...	...	...
2	7	3	3	...	...	...	...	...	...	...	...	...	...	...	...
2	8	3	4	...	...	...	...	...	...	...	...	...	...	...	...
2	9	3	5	...	...	...	...	...	...	...	...	...	...	...	...
2	10	3	5	...	...	...	...	...	...	...	...	...	...	...	...
2	11	3	6	...	...	...	...	...	...	...	...	...	...	...	...
3	0	3	7	...	...	...	...	...	...	...	...	...	...	...	...

W d and W e into as many equal parts as there are cloths required for the leech and W e, and through the points of division, draw lines parallel to X T to meet part of the luff z W, and leech z X and X W; from the termination of each line, on the line X W draw parallel lines to X Y. The length of every gore can then be accurately found to the scale of equal parts used. It will be perceived from the plate that the longitudinal threads and seams X T, X W, and X Y, are all well bound to the sheet, thus imparting great strength, and from the

TABLE II.—(Continued.)—FOR TWENTY-FOUR INCH WIDE CANVAS.

Depth on the beluge.	Corresponding length of Gore.	Length of cutting in seaming		Depth on the beluge.	Corresponding length of Gore.	Length of cutting in seaming			Depth on the beluge.	Corresponding length of Gore.	Length of cutting in seaming		
		In. 1	In. 1½			In. 1	In. 1½	In. 1½			In. 1	In. 1½	In. 1½
3	13	8	1½	6	16	4	3	3½	9	1	9	3½	4½
3	23	9	2	6	26	5	3	3½	9	2	9	4½	5½
3	33	10	2	6	36	6	3	3½	9	3	9	5½	6½
3	43	11	2	6	46	7	3	3½	9	4	9	6½	7½
3	54	0	2½	6	56	8	3½	4	9	5	9	7½	8½
3	64	0	2½	6	66	9	3½	4	9	6	9	8½	9½
3	74	1	2½	6	76	10	3½	4	9	7	9	9½	10½
3	84	2	2½	6	86	11	3½	4½	9	8	9	10½	11½
3	94	3	2½	6	97	0	3½	4½	9	9	9	11½	12½
3	104	4	2½	6	107	1	3½	4½	9	10	10	0	13
3	114	5	2½	6	117	2	3½	4½	9	11	10	1	14
4	04	6	2	7	07	3	3	4½	10	0	10	2	5
4	14	7	2	7	17	4	3	4½	10	1	10	3	6
4	24	7	2	7	27	5	3	4½	10	2	10	4	6
4	34	8	2½	7	37	6	3	4½	10	3	10	5	6
4	44	9	2½	7	47	7	3	4½	10	4	10	6	6
4	54	10	2½	7	57	8	3	4½	10	5	10	7	6
4	64	11	2½	7	67	9	3	4½	10	6	10	8	6
4	75	0	2½	7	77	10	3	4½	10	7	10	9	6
4	85	1	2½	7	87	11	3	4½	10	8	10	10	6
4	95	2	2½	7	98	0	3	4½	10	9	10	11	6
4	105	2	2½	7	108	1	3	4½	10	10	11	0	6
4	115	3	2½	7	118	2	3	5	10	11	11	1	6
5	05	4	2½	8	08	2	4	5	11	0	11	2	6
5	15	5	2½	8	18	3	4	5	11	1	11	3	6
5	25	6	2½	8	28	4	4	5	11	2	11	4	7
5	35	7	2½	8	38	5	4½	5½	11	3	11	5	7
5	45	8	2½	8	48	6	4½	5½	11	4	11	6	7
5	55	9	2½	8	58	7	4½	5½	11	5	11	7	7
5	65	10	2½	8	68	8	4½	5½	11	6	11	8	7
5	75	11	2½	8	78	9	4½	5½	11	7	11	9	7
5	86	0	2½	8	88	10	4½	5½	11	8	11	10	7
5	96	1	2½	8	98	11	4½	5½	11	9	11	11	7
6	106	2	2½	8	109	0	4½	5½	11	10	12	0	7
6	116	3	2½	8	119	1	4½	5½	11	11	12	1	7
6	06	4	3	9	09	2	4½	5½	12	0	12	2	7

direction in which the strain is led from the body of the sail, causes the cloths to stretch in equal proportions over every part of it.

Tables I and II embody the principles of cutting out all sails in which there is a large amount of gore, such as fore-and-aft sails; consisting of the mainsails, foresails, jibs, and gaff-topsails, as also storm-trysails for cutters; and the mainsails, foresails, fore-staysails, jibs, flying-jibs, gaff-topsails, main-topmast-staysails, and jib-topsails of schooners; and the yachtsman will find it of material assistance in studying the correct construction of these sails, to make himself intimately acquainted with the principles of these tables. Upon looking at *plate 43*, shewing the method of obtaining the correct measurements for a yacht's mainsail, the depth of the foot gore is shown by the letters *a s*; but unless the proper allowance for the eating in of seaming is made in addition to this foot gore, as stated in Chapter XIII, the sail when put together would be faulty in the extreme. For this purpose then these tables are constructed for 18 inch and 24 inch wide canvas, and the extra length of seams, according to their width, in the head and foot of sails to be allowed in addition to the depth of each gore, found upon the sail draught, before the gore is cut, can at once be determined by reference to the tables.

For example.—Suppose the depth down the selvage on any single cloth of 18 inch canvas, forming part of a sail, is found on the scale of equal parts, to be 3 feet, then in reference to the table opposite 3 feet, in the second column under the head of “corresponding length of gore” will be found 3 feet $4\frac{1}{2}$ inches, and opposite to this under the head of “length of eating in seaming,” if the proposed seam be 1 inch wide, will be found $2\frac{1}{2}$ inches to be laid off on the canvas before the gore is marked on the opposite selvage.

In the cutting out of a jib for instance, beginning at the tack, the width of the seam at foot should be allowed before the gore is cut, and the number of inches to be allowed, corresponding with the width of seam determined upon. Suppose 18 inch canvas, is used and that the depth of the gore found on the sail draught be 2 feet 5 inches, and the width of the seam determined as 3 inches, then in the table opposite 2 feet 5 inches and under 3 inches, will be found $5\frac{1}{2}$ inches to be allowed in the canvas before the gore is cut, as this is the amount that the gore will extend beyond the creasing of the seams.

These tables will also be found extremely useful in determining the exact length in the luff and leech of a jib, the luff of a mainsail, and luff of a gaff-topsail, as also the length of the leech of a mainsail

For example.—Suppose a jib be draughted 60 feet on the luff and 36 feet in the leech, to ascertain what it will turn out when made up of 18 inch canvas.

Rule six parallel columns, and head them thus “No. of cloths,” “Depth of stay gores,” “Depth of foot gores,” “Length of stay gores,” “Length of eating in seaming, viz. 1 inch on stay and 3 inches on the foot;” number the cloths in this column; find out from the sail draught by the scale of equal parts, the depths of the stay and foot gores, (after the method shewn in *plate 42*,) set them down in their respective columns, opposite to each cloth; next find in the table the length of stay gores and eating in seaming cor-

TABLE III.

No. of Cloths	Depth of Stay Gores		Depth of Foot Gores	Length of Stay Gores		Length of eating in seaming	
	Ft	In	In	Ft	In	1 in on Stay	3 in on Foot
1	4	2	0	4	5	3	0
2	3	9	4	4	0 ³ ₈	2 ⁵ ₈	¹ ₄
3	3	4	4	3	7 ³ ₄	2 ³ ₄	¹ ₄
4	3	0	4	3	4 ¹ ₈	2 ¹ ₈	¹ ₄
5	2	8	5	3	0 ⁸ ₈	1 ⁷ ₈	¹ ₄
6	2	7	6	2	11 ¹ ₂	1 ³ ₄	³ ₈
7	2	5	6	2	10	1 ¹ ₈	³ ₈
8	2	5	6	2	10	1 ¹ ₈	³ ₈
9	2	2	7	2	7 ¹ ₂	1 ³ ₈	³ ₈
10	2	2	7	2	7 ¹ ₂	1 ³ ₈	³ ₈
11	2	0	7	2	5 ⁷ ₈	1 ¹ ₄	³ ₈
12	2	0	8	2	5 ⁷ ₈	1 ¹ ₄	³ ₈
13	2	0	9	2	5 ⁷ ₈	1 ¹ ₄	³ ₈
14	1	9	9	2	3 ¹ ₂	1 ¹ ₈	¹ ₂
15	1	9	9	2	3 ¹ ₂	1 ¹ ₈	¹ ₂
16	1	9	9	2	3 ¹ ₂	1 ¹ ₈	¹ ₂
17	1	9	9	2	3 ¹ ₂	1 ¹ ₈	¹ ₂
18	1	9	10	2	3 ¹ ₂	1 ¹ ₈	¹ ₂
19	1	8	10	2	2 ³ ₄	1	¹ ₂
20	1	8	11	2	2 ³ ₄	1	¹ ₂
21	1	8	12	2	2 ³ ₄	1	¹ ₂
22	1	8	12	2	2 ³ ₄	1	¹ ₂
50		1	13	8	60	2 ³ ₄	
Deduct seaming on stay & foot		9	9 ¹ ₈	9 ³ ₈	2	9 ¹ ₈	9 ³ ₈
47		3 ⁷ ₈	12	10 ⁵ ₈	57	5 ⁵ ₈	
Deduct depth of foot gores		12	10 ⁵ ₈		9		Deduct for tabling
34		5 ¹ ₄			56	8 ⁵ ₈	Length of luff tabled
Deduct for tabling		9					
Length of leech tabled		33	8 ¹ ₄				

responding to the depths found, and set them in their respective columns, then add up the several columns, and proceed as directed by Table III.

In precisely the same manner the exact length on the leech and luff of a gaff-topsail may be found. For the luff of a mainsail subtract the sum of the eating-in of the seaming, from the sum of the *lengths* of the mast gores, and from which subtracting the number of inches for tabling, the remainder will be the length on the mast. For the leech of a mainsail add the depths of the mast, head, and foot gores, and slack seams together, and deduct from their sum the sum of the eating-in seaming of the mast and foot gores.

CRUISE TO THE NORTHERN LOCHS OF SCOTLAND.*

WE returned to Oban on Saturday, 12th of July, greatly delighted with our visit to Loch Etive, the remembrance of which will afford us an amount of gratification, more than commensurate with any real or imaginary risk, with which it may have been attended. A friend having joined us by appointment, we left Oban the same evening for Skye, and reached Duart Bay, in Sound of Mull, about nine p.m., where we anchored for the night. We were fortunate in being able to accomplish that distance before tide turned against us, or we might have been drifting backwards during the night, at the rate of several miles an hour.

The breeze fell off at sunset, which is often the case, when northerly winds prevail during the day. The scenery around us, as viewed from the yacht, as she lay at anchor, in the bay, transcended anything the most vivid imagination could conceive. As the sun set in all its glory, "the moon took up its wondrous tale," and as it peered through the picturesque ruins of Duart castle, the scene was one more like fairy-land than of this matter-of-fact world! With Ben Cruachan, and neighbouring mountains, in the distance, and the Island of Lismore, and its lighthouse, in the middle, toned as it was, by the golden tints of evening, and the silvery beams of the moon, completed the illusion. At break of day we weighed anchor, and about four o'clock passed Ardtornish castle,

—————"the turret of whose airy head,
Slender and steep, and battled round,
O'erlooked dark Mull! thy mighty sound,
Whose thwarting tides, with mingled roar,
Part the swarth hills of Morven's shore."

* Continued from page 531, vol. ix.

The morning was beautifully fine, and we glided along the "thwarting tide" with amazing rapidity, with a fair wind, and under all available canvas. It was our intention to have put in to Tobermorey, but finding we had the tide for some time with us, it was deemed better to pursue our course. We rounded Ardnamurchan Point in a sea as gentle, and as little like itself as possible, even the swell from the Atlantic was omitted on the occasion, if not "by special desire," it was specially desirable, to all on board. The names of places in the Highlands of Scotland, are wonderfully descriptive, of which Ardnamurchan is an instance, being compounded of four Gaelic words, *Ard*, a high point—*na*, of—*mor*, great—*cuan*, sea; than which nothing could be more correct. As a further illustration, Poltalloch may be cited, which is derived from three Gaelic words—*Poll*, a marsh—*tuobh*, beside—*Loch*, an arm of the sea. Most travellers who have passed through Crinan Canal, *en route* to Oban, have had the magnificent mansion, and estate of Poltalloch, pointed out to them, and can testify to the appropriateness of the name. Crinan, is derived from two Gaelic words, meaning a small head of a Loch. Tarbert, at the head of the Loch of that name, at the entrance of Loch Fine, presents another example, being composed of the Gaelic words, *Tarruing*, to draw, and *beairt*, a boat; and was so named, because, in former times, boats were drawn across the narrow isthmus, which joins Kintyre to Knapdale.

We found our skipper's knowledge of Gaelic very useful in navigating the lochs, and the rugged coast, which we passed on our way to them. By reference to the Gaelic names on the Admiralty charts, he was able to inform us what was the nature of the rocks marked; as for example, *Sgeir*, is, a rock of the sea; *Sgetrach*, rocky, full of rocks; *Sgeirag*, a little rock in the sea; *Sgeiregach*, full of little sea rocks; *Sgor*, a sharp rock. We may have occasion again to refer to this subject, meanwhile, let us continue our cruise.

When off Ardnamurchan lighthouse, a wall of black sea fog became, suddenly visible, over the Atlantic, in which, we were very soon enveloped. There was however, sufficient air to enable us to put out seaward, and we tacked in and out for several hours, until the fog cleared off. While doing so, we amused ourselves by fishing with lines out at the stern, one of which was baited with an artificial fish, the other with a spoon-bait; with the latter we were more successful, several large fish having been taken by it, one of which was a stenlock, weighing about eight pounds. When off Muck Island, the sea became perfectly motionless, and the evening closed with a magnificent sunset. We gazed upon it with silent wonderment, as it took its farewell of this side of the

world, and sank behind the Atlantic Ocean, whose vast expanse became an immeasurable surface of glittering gold, the brilliancy of which, left us, for some time, in a state of partial blindness. During the night we drifted to the Island of Eigg, and at daybreak, our skipper aroused us to give the information that we were in close proximity to Naimh Fhraing, the Cave, to which is attached so melancholy an interest, from its having been the scene of one of the most atrocious and revolting massacres ever perpetrated,—the whole population of the island, amounting to more than two hundred, having been smothered in it, by a neighbouring chief, in revenge for some real, or imaginary injury.

It being seldom practicable to land at a convenient distance from the Cave, we decided to avail ourselves of the opportunity to go ashore, and explore it. Two of the yacht's crew accompanied us, carrying the ship's lantern and a lamp. Our movements having been observed by some natives, we were met, on landing, by two men, who offered their services, as guides, which were willingly accepted.

The mouth of the Cave is invisible from the sea, and would not be easily detected, by strangers, even on a nearer approach. Our skipper having made a previous acquaintance with it, was able to direct us, at once to the spot. The mouth of it is very small, and we were under the necessity of entering it, *a la lapin*; but when we had advanced about ten yards, we found it sufficiently high, to admit of our standing erect, and the width expanded considerably, as we progressed. The length is about two hundred and sixty feet, and we explored it to the extremity, without finding any substantial remains of the victims, beyond a part of a rib too far advanced in decomposition, to admit of identification; but from the size, it may have been that of a child. It crumbled in the hand when taken up; which is not to be wondered at, when it is borne in mind, that two centuries have passed since the sad event. It was, to us, a most painful and melancholy reflection, that we then stood, where the agonising shouts of the father, had once mingled with the screams of the mother, of her children, and the plaintive cries of the infant at the breast, unheard by their remorseless murderers, through the crackling roar of burning heather bushes, from which, dense and suffocating vapours rolled in, until all were silenced by death; not a single survivor being left to weep over them, leaving their bones to moulder away to become food for the beasts, or to be carried away by the curious in after ages. Sir Walter Scott possessed himself of a skull, when he visited the Cave, which is now at Abbotsford.

There is another cave, at a short distance from Naimh Fhraing, as

large, and as lofty as a cathedral, in which, about a century ago, when the Catholic religion was barely tolerated in Scotland, and no buildings were specially appropriated for the performances of its services, the native islanders, many of whom were Roman Catholics, met in it for that purpose. They certainly, might have had worse accommodation. About the centre of it, there is a projecting ledge of rock, which served for an altar and pulpit.

On re-embarking, we proceeded up Sleat Sound, as far as Armadale, and anchored close under the residence of Lord Macdonald, where by previous arrangement our skipper went ashore, and walked over to Loch Eishort to engage a pilot to conduct the yacht to Loch Scavaig. Meantime we took the opportunity to promenade on the grounds and park of the "Lord of the Isles," than which there is nothing more delightful, even in the most favored pastoral localities in the south,—of which, its well-grown trees, neatly dressed hedgerows, quiet lanes, and the scent of the newly mown grass, agreeably reminded us. We did not return to the yacht until nearly eleven o'clock. We were unaware of the lateness of the hour, until again on board, there being scarcely any perceptible night at that season of the year. We took on board, during our stay there, milk, butter, and eggs, from the dairy of the castle, which Lord Macdonald very considerately permits the dairymaid to supply to yachtsmen.

On the return of the skipper, and pilot, in the afternoon of the following day, we weighed anchor for Loch Scavaig, which was reached about four o'clock in the morning. The sea was calm, and weather favorable to our purpose, and we at once proceeded into Loch Scavaig, within a short distance of the inner loch, from which is only a few hundred yards to Loch Corruiskin. Once within the inner loch, a vessel might ride out any ordinary storm, but in foul weather it might prove exceedingly dangerous to enter or depart from. There was sufficient light when approaching the loch, although at so early an hour, to admit of our surveying the scenery around us, than which, nothing could be more sublimely grand and impressive. Before us were the Cuchullin hills, with their summits shrouded in the mists of early morning, anon unveiling their serrated pinnacles, and disclosing a scene of Alpine magnificence, and stern sublimity, probably unsurpassed in any part of the world,—such as no pencil could delineate, nor the most exalted imagination of the poet describe. As we approached the loch, the lofty peaks of Cuchullin gradually receded from view, and were then surrounded by steep, barren, and frowning rocks, unrelieved by any signs of animal life. The profoundest silence reigned,—we looked around, and listened

with abated breath; but the fearful stillness, and absolute vacuity, was unbroken, except by the gentle murmuring of the stream flowing out of Loch Corruiskin, mingled with that of the mountain streamlet, pursuing its tortuous course to the sea. The yacht being safely anchored, we prepared to go ashore, but not without a fanciful feeling that we might have to face some grisly giant, in whose solitary precincts we might be intruding. We found some difficulty in effecting a landing, the shore being steep, rocky, and slippery with seaweeds, which had been left exposed by the receding tide; but having once obtained a footing, the peculiar roughness of the surface of the rocks enabled us to walk with perfect ease and safety, even upon steep acclivities. Following the margin of the stream from Loch Corruiskin, after a walk of about half a mile, we suddenly turned the point of rock, when a view of the loch itself, burst upon our astonished sight, and

————— “by my halldome,
 A scene so rude, so wild as this,
 Yet so sublime in barrenness,
 Ne'er did my wandering footsteps press
 Where'er I chanced to roam.
 * * * * * *
 For all is rocks, at random thrown,
 Black waves, bare crags, and banks of stone.”

On all sides, mountains, naked and precipitous, encompassed the loch, their peaks lost in the clouds; their immensity, almost, shutting out the light of heaven, veiling the whole scene in a solemn, and mysterious gloom, well calculated to incite the imagination of the fanciful, and to work upon the feelings of the superstitious.

Miss Catherine Sinclair, in her clever and amusing book, “Scotland and the Scotch,” gives a lively, and interesting account of her visit to Loch Scavaig, and to Loch Corruiskin: with reference to the latter, she writes “Thomson the artist, threw away his pencil and brushes in despair, when he first beheld it—and, there goes my pen!” but it appears that she afterwards took it up again, just out of simple curiosity, “to try if there be language sombre, dark, and wild enough, to paint a scene, as dismal as death itself!” The attempt was tolerably successful, if we may judge from what follows,—“Here, for the first time, I saw mid-day and midnight at once!—a brilliant blazing sun boiling the the water, and seorching the rocks, on one side, while at the opposite end, the lake seemed turned into ink, and the hills looked as if a deluge of pitch and tar had blackened their precipitous sides. The place seems like the worn out remains of some world, torn, shattered, and thrown aside in rugged heaps, as being useless rubbish.” After that, Miss Sinclair, I too, may say,—and, there goes my pen!

There being evident signs of a breeze we made a shorter stay at Corruiskin than we had intended, or desired, fearing we might find some difficulty in getting out of Loch Scavaig, or that we might be detained there, an indefinite number of days, for which we were unprepared. We turned our backs upon it with reluctance, and quitted it with a determination to revisit the scene at some early and favorable opportunity.

By the time we were fairly clear of the loch, a fresh breeze was blowing outside, and a heavy ground swell had set in, which had put our pilot *hors de combat*. It was fortunate for us that he was not disabled when his services were required. On our way up Sleat Sound we put him ashore at Armadale. We had a good, and pleasant run to Loch Alsh, which we reached late in the evening, and dropped anchor for the night.

The following morning was beautifully fine, and we availed ourselves of the early tide to go up Loch Duich. The scenery at the entrance is, for quiet, beauty, and picturesqueness, unsurpassed by any in the west of Scotland, or probably elsewhere; but which may, however, have been somewhat enhanced in our estimation, by contrast with that which we had seen in Loch Scavaig on the preceding day. The shores on each side are interspersed with cultivated spots, rocky knolls, surmounted by overhanging woods,—lofty hills overtopping them, and those backed by others, still higher. Looking to the north of the loch there are no less than four mountains, averaging 2,000 feet in height, one of which,—Sgur, an Airgoid, or mountain of the silver rocks, has an altitude of 2,750 feet; looking to the north side, there are even more in number, and one Sgur-na-Morroach, or magnificent mountain, is 2,860 feet high!

The next object which attracted our notice was the interesting ruins of Eilean Donan Castle, the ancient seat of the Mackenzies, situated at a commanding point, where Loch Duich and Loch Long diverge at right angles from Loch Alsh. The island on which it stands is very small, and separated from the mainland by a narrow channel. The view of the ruins from the ferry, on the north side, is exceedingly picturesque; and that of the ferry from near the ruins, is even still more so—artistically speaking. The castle is said to have been built in the time of Alexander the Second, and has evidently been an important stronghold—but of which now only a small portion remains.

Probably, no place in the west highlands has been so frequently the scene of bloody feudal conflicts, nor is there any where of which so many interesting legends exist. The Mackenzies and the Macdonnells, were the great rival clans of the west of Scotland, and their history is

one of unvarying rapine, and bloodshed. It may truly be said of them that they fought like Kilkenny cats, for their wars were so protracted, uninterrupted, and relentless—as to amount at times, to almost mutual extermination. So deep was their hatred and distrust, that it was customary, when sat at table, whether at home or abroad, to place their drawn dirk upright in the board, beside or before them, ready for any emergency.

We are indebted to an intelligent and obliging son of the Minister of Glenelg, in whose pastoral charge is comprised Loch Duich and neighbourhood, for much interesting information, and several legendary stories connected with the locality. From him we learned, that the shoal, marked in the Admiralty Chart a few miles from Eilean Donan castle, and called “Larach Tigh Mhic Dhomhnull”—or the site of Macdonnell’s house, derived its name from an unsuccessful raid on the Mackenzies at a very early period of their history, which he thus related.—“Macdonnell chief of his clan, taking advantage of the absence of Mackenzies, attempted a surprise on Eilean Donan castle. Only three persons were left in charge, with no other means of defence than their bows and arrows. The Mackenzies observed the approach of a boat in which they distinguished a number of armed men. It occurred to them at once, that their intentions were unfriendly, and that probably, a raid was their object. Being aware that if the smallness of their number was perceived by their assailants, they might feel encouraged and emboldened in their murderous purpose—and as well to put them off their guard, they concealed themselves in a safe and convenient place to oppose their landing. Seizing a favourable moment, they discharged their arrows with such rapidity, and so much precision and effect, that, almost instantaneously, several were killed or wounded, and amongst the latter was their chief, an arrow having pierced through his foot. For a moment they were thrown into confusion, some urging an immediate retreat, others were for landing at all hazards, and revenging, even with their lives, if needs be, the injury done to their leader. The Macdonnell believing himself to be mortally wounded, and feeling himself to grow more feeble every moment, and being under the impression that they were outwitted, if not outnumbered, decided to abandon the attack.

Observing that his clansmen were dejected and desponding, and that they appeared deeply concerned for his fate, he endeavoured to cheer them, by assuring them that his wound was less serious than they conceived it to be, telling them at the same time that it had been foretold he would not die in battle, but in his own house, and that he would live

to a good old age—which however, did not remove the impression that he was fast sinking, and that he might not survive until they reached their own shores. The vessel was being propelled with all possible speed, in order to hasten their landing, and to procure the earliest practicable assistance for their wounded chief, when it was run upon a shoal, which the receding tide had left nearly bare, from which it was found impossible to displace her, and they were under the distressing necessity of remaining there until the return of the tide. Long before that, however, the Macdonnell died from exhaustion—the wound having defied every effort to close it.

The Mackenzies having been informed of the circumstance, and the unfulfilled prophecy, ever afterwards, in derision, called the shoal, on which the event took place—*Larach Tigh Mhic Dhomhnull*,—or site of Macdonnell's house.

As we proceeded up Loch Duich, the shores on each side, presented detached patches of cultivated land contiguous to which were here and there comfortable looking farmsteads. The leading feature, however, was the clachans, inhabited by fishermen, but which were barely distinguishable from the surrounding rocks and heather, of which materials they were mainly composed. The head of the loch is exceedingly beautiful, and the scenery in the neighbourhood is reputed to be particularly interesting, but which we had not the opportunity to visit. The loch must appear to much greater advantage in the herring season, a very large number of boats being engaged in taking them. It is generally in the month of August that they are most abundant, and in successful seasons, herrings, to the value of several thousand pounds, have been taken.

On the following morning we weighed anchor with the receding tide, again passing Eilean Donan castle,—and here we may let our narrative pause, in order to introduce the following incident which is said to have occurred at the commencement of the seventeenth century, within the castle. Mackenzie, Lord of Kintail, was at that time a great favourite at Court, and availing himself of the influence he possessed in high quarters, secretly accused his rival, Macdonnell of Glengarry, of disloyalty; on which accusation, letters of outlawry, fire and sword, were issued against him, and placed in the hands of Kintail; who invited a number of the neighbouring persons of consequence, to meet him at Eilean Donan castle, with the ostensible object of consulting them, as to the best manner of putting the powers with which he had been invested into force, hypocritically avowing, that he was reluctant to do so. Amongst the invited, was McLeod, of Dunvegan, in Skye, who being

a friend of Glengarry's deemed it his duty to set out immediately and inform him how matters stood. He met with him at Loch Hourn, whilst on a hunting excursion. On learning the dastardly conduct of his rival, Glengarry was exceedingly wrath, and at once resolved to take prompt revenge for his baseness,—and as well to vindicate his loyalty. He thanked McLeod for the friendly, and timely intimation, but asked as a further proof of his friendship, that he would promise not to be present at the proposed gathering at Eilean Donan castle, to which he pledged himself, and faithfully kept his word.

On the appointed day the gathering took place, the assemblage being of a mixed character, and Kintail fearing that amongst the strangers there might be some who were disaffected towards him, took care to intermix with his visitors an adequate number of his own clan, on whose fidelity he could depend, who were fully instructed how to act, in case of emergency. The McLeod, being one of the most powerful of the chiefs invited, the seat of honour next to that of the host, was kept vacant for him, in hopes that he might arrive even at a later hour. The substantial part of the feast was already over, and the goblet was being freely circulated, when the door of the hall was suddenly thrown open, and a noble, and stalwart personage, walked into the midst of the company—with erect carriage, and measured pace. He wore a bonnet of unusual form, and was muffled up in an ample plaid of a pattern none present recognised, which concealed the lower part of his countenance. His sudden appearance, arrested the attention of the guests, and the name of McLeod was passed round, in audible whispers, which reached the ears of Kintail, on which he beckoned to his seneschal to conduct him to the head of the table. The stranger obeyed the invitation, and in confronting the host, made a slight inclination of the body,—then stood before him, in an erect position,—motionless, and silent. Kintail at once, offered a brief apology, for his apparent want of courtesy, in having commenced the festivities before his arrival, and, addressing him as McLeod, bade him to unfold himself, and be seated—assuring him at the same time that none but friends were present,—to which the stranger replied deliberately, with a firm and sonorous voice:—“I am not McLeod”? “Whoever thou may'st be,” said Kintail, “with the assurance I give thee why shouldst thou hesitate to shew us thy face? Art thou ashamed of it”?

“Ashamed” replied the stranger rather excitedly—but commanding himself, replied—“In a promiscuous company like this, I may have deadly personal enemies—give me thy word that I shall be scatheless, and thou shalt see me uncovered.”

"Whoever thou mayst be" replied Mackenzie—"excepting only Glengarry himself I promise thee." On which the stranger stepped forward,—threw aside his plaid, and boldly exclaimed—"Glengarry may indeed feel proud to be thus distinguished—*I am Glengarry!*"—and at the same moment sprang upon Kintail, seized him with the left hand, and pinned him to his chair; whilst he held in his right hand a naked dagger, within an inch of his throat.

A moment of fearful silence ensued, each guest suddenly rose from his chair, dirk in hand, ready to annihilate his neighbour, under the impression that he was himself about to be victimized. The men of Kintail were about to fly to the rescue of their chief, which being quickly perceived by Glengarry, he cried out with a voice, which reverberated in every part of the hall—"Stir not a finger, and Kintail is scatheless, if a single dirk be uplifted, his blood shall replenish the empty goblet before him!"

Seeing that the slightest advance to rescue him, might at once seal his fate, every one stood aback, and an awful but momentary pause ensued:—when Kintail demanded with a faltering voice, and half choked utterance—"What wouldst thou with me, Glengarry?"

"Thou hast in thy possession" he replied, "letters of outlawry, fire and sword against me—produce them instantly!"

"How can I comply, when thou wilt not permit any one to move" rejoined Kintail.

It was suggested that the minister, who was present, should be sent for them. He soon returned with the papers, and placed them before Glengarry.

"Now," said he to Kintail, "let thy minister be thy amanuensis, and dictate a letter to his Majesty, setting forth my own loyalty, and that of my brave clansmen; and let him add a petition, that he may be graciously pleased to make restitution of the lands confiscated from me, in consequence of thy former false representations";—which being done and duly signed, sealed and delivered;—"Now," said Glengarry—"swear! that I shall be permitted to depart hence scatheless, and that thou wilt faithfully and honestly hold to these thy engagements."

"I swear!" said Kintail; "I swear solemnly, all these things" On which Glengarry quietly released him from his grasp, coolly sheathed his dirk, and seated himself in the chair which had been reserved for McLeod, as unconcerned as if he were McLeod himself,—then deliberately filled the goblet before him to the brim, drank to the health of Kintail, drained it, and then turned the goblet bottom upwards in proof that he had done justice to the toast!

“Glengarry,” said Kintail “I drink to thee as a friend,—thy brave bearing, and gallant courage this day have made it impossible I could remain thy personal enemy.”

The goblet was passed round, to the health of the chiefs of Kintail and Glengarry, which—in the ordinary language of the present day,—“was most cordially responded to by all present, and the brave Glengarry retired amidst the plaudits of an admiring assembly.”

To be a successful highland chief in those days required a more than ordinary amount of moral courage, and of mental and physical capability. Many of their recorded acts of heroic bravery are unequalled by modern examples ;—and, on the other hand many instances may be adduced, which might justly be regarded as barbarously cruel, and would be held as disgraceful to modern warfare. It is, however, questionable, if in the present age there exists a more dignified sense of honour, in warlike pursuits, or if the more scientific and refined means and appliances of modern warfare be less cruel than those of the Highland Chiefs of former times.

THE SEASON OF 1860.

It must be a matter for congratulation amongst the numerous body of yachtsmen to observe the steady and progressive increase that annually takes place in the number and tonnage of the various fleets of the different clubs, that now constitute so important a feature among the national institutions of the United Kingdom. Associated as their numbers are for the establishment and promotion of the manly, spirit stirring, and truly national sport of yachting, apart from the physical benefits and healthy vigour conferred upon those who pursue this glorious pastime, the various beneficial influences it exercises is of vast importance to our great maritime kingdom. To the yachtsman who goes afloat for six months in the year, whether it be for a holiday cruise on the waters that wash the shores of his native land, or to take an active part in the stirring contests that periodically draw together an assemblage of vessels that cannot be equalled in any part of the globe; the amount of social intercourse that it affords, the opportunities it offers for acquiring cosmopolitan knowledge, and the facilities presented for investigating subjects that might otherwise prove unattainable, if seriously considered and advantageously used, assume an importance that cannot be lightly estimated. Whilst to the yachtsman whom social position and ample means render independent of time, and the cares of this work-a-day

world of ours, and who is thereby enabled to extend his wanderings to other climes, no limit can be placed to the enjoyment which an energetic and well regulated mind, enlarged by studious cultivation, will find presented for its acceptance. The philosopher, the naturalist, the statesman, the divine, the artist, the linguist, the soldier and sailor; should the roving yachtsman be possessed of each or every, or any one of their specialities he will find ample time and circumstance to draw them forth. Mathematical geography, instead of proving a dry study of boyhood's days, will be his handbook of the road; the mysteries of astronomy will be simplified into delightful recreation; physical geography will lead him to investigate the habits of the birds of the air, and the creatures of the deep, his companions and co-voyagers through the day, and through the night; and the early dawn upon the sea will open a brilliant page in Nature's book, through which the principles of natural philosophy will prove his unerring guide.

To these may be added the many inducements that foreign cruising holds forth for investigating the governments, productions, manufactures, commerce, laws, and customs of other countries,—a knowledge of which, gained from personal observation, places the possessor amongst the foremost ranks of those enlarged minds, comprehensive intellects, and practical energies, that we delight to honor in our political and social circles.

But in accomplishing all this personal gratification the yachtsman renders good service to the State: where can be seen more splendid specimens of Naval Architecture than amongst our yacht fleet? What country can produce such slashing, stalwart, active sailors as swarm beneath the brilliant burgees that course the seas from the Solent to Cape Wrath, from Rathlin island to Cape Clear? And where amongst all the maritime nations of the globe could be witnessed such seamanship, skill and daring, as are annually witnessed at our great aquatic contests? Then in the production of these beautiful vessels, what an amount of employment is provided to traders and manufacturers;—the forester, the miner, the naval architect, the shipwright, the flax grower, the weaver, the ropemaker, the sailmaker, the blacksmith, the ironfounder, the cabinetmaker, the plumber, the anchorsmith, the chainmaker, the shiphandler, the painter, the glazier, *et sic de similibus*:—all furnish their quota; and gorgeous velvet, glittering silk, and flashing mirrors render these matchless productions very palaces of the deep.

The season of 1860 can well bear comparison with the past; "forward" is still the yachtsman's watchword, the improvements have been chronicled, new vessels have been launched, new aspirants to fame upon

the deep have contributed their increase to the yachting spirit; our foreign cruisers are abroad in force, and as befitting the sons of that land whose flag the sun never sets upon,—the royal burgees are now as well known in foreign seas as is the banner of St. George: our regattas have been more numerous than ever, and the prizes as gallantly contested; and although the weather throughout has been unusually wild and severe, the racing clippers were not to be driven from the sea.

The Royal London Yacht Club opened the season on Tuesday the 15th of May, with handsome prizes for third class yachts and vessels under six tons; over a course from Erith Bay round a boat off Coal House Point and back to Greenwich. The first prize, a handsome silver salver, value 30 sovs., was won by the *Haidee* cutter, 8 tons, Mr. Bartlett: this successful little clipper was built by Hatcher of Southampton in the spring of '59; she sailed four times that year, and beat everything she went against. She was sailed by W. Truckwell of Itchen ferry, a cutter sailor of no mean repute, who added much to his laurels on this day. The second prize, a purse of 10 sovs. was won by the *Violet*, 9 tons, Lord De Ros, an able little vessel built by Adous of Brightlingsea in 1855: she was well sailed during the match by her noble owner, who was accompanied by Lord Alfred Paget, commodore of the Royal Thames Yacht Club. The third prize, a purse of 5 sovs., was awarded to the *Surprise* cutter, 8 tons, Mr. Carr; she was built by Wallis of Blackwall.

Of the vessels under six tons the *Blue Belle*, Mr. Ridgway, won the silver basin and cream jug, value 15 sovs. There was an E.S.E. wind, just a pleasant gaff-topsail breeze at starting, which flew round during the afternoon to S. and S.W. with heavy rain.

The Royal Thames Yacht Club came second on the list of meetings, and held the first match on Wednesday, the 30th of May, for second, third and fourth class yachts. The course was from Erith Bay, for the second class round a mark about a mile below Southend, and for the smaller vessels round a mark boat off the Chapman Head and back.

A most exciting match took place between the two famous clippers, *Thought* and *Phantom*, which eventuated in the *Phantom* winning by 1m. 10s., after a tremendous struggle, and placing the pair of silver claret jugs, value 50 sovs. on her owner's sideboard.

The gallant little *Quiver*, 12 tons, (of the fourth class,) Captain T. Chamberlayne, defeated the *Kitten* 13, *Laura* 20, and *Psyche* 18, all of the third class, and took the silver tea service, value 40 sovs., of that class, whilst the *Kitten* received the first prize of the fourth class, a handsome silver tankard, value 30 sovs., and the Southampton Folly,

12 tons, Mr. Parry, the second prize in the same class, defeating Violet, Colchester Folly, and Laura.

The weather was fine and genial throughout the day, with a nice gaff-topsail breeze at W.N.W., which held true; although at early morning there were strong indications of a stiff nor'-wester. The Laura built by Hatcher of Southampton for Colonel Armytage—a vessel combining great ability with speed, sailed remarkably well during this, her first match.

The Prince of Wales Yacht Club, which in former years almost invariably opened the season on the Thames, this year yielded their *prestige* to the Royal London, and appeared third in the aquatic register. Thursday, the 31st of May, was about as damp and unpleasant a day as ever a fleet of canvas-backs gave muslin to woo the wind; it was rain, rain, rain,—heavy, heavier, heaviest, and *vice versa* with agreeable regularity. The prizes offered were a silver claret jug, value 25 sovs., presented by Vice-Commodore Knibbs, and for the second boat a silver cup, value 10 sovs., given by the club, with 10 sovs. added: these prizes were for fixed keels.

For centre-board boats not exceeding 8 tons, a silver salver, value 10 sovs., given by the club, time for tonnage, one minute. Course from Erith Bay to the Chapman Head and back. One of the objects of this day's sailing was to ascertain the relative merits of the fixed keels and the centre-boarders, and both classes were sent round the same course.

The fixed keels were the Wild Wave, 12 tons, Mr. Sadlier, Haidee, 8 tons, Mr. Bartlett, Midge, 10 tons, Mr. Adam, Surprise, 8 tons, Mr. Carr, and Violet, 9 tons, Lord de Ros. The result of the race was exactly the same as that of the Royal London on the 15th of May; the Haidee carrying off the first, and the Violet the second prize, as had been anticipated, the Surprise taking third place. A lumpy sea in Long Reach on the way down put the quietus to the struggle between the "centre boarders" and the "fixed keels", the latter going away fast, so that no satisfactory conclusion could be arrived at as to the respective merits of the two classes. The centre board prize was won by the Spray, 4 tons, Mr. Haines,—defeating the Little Vixen, 6 tons, Midge 6, and the Czarina, 4. The Spray was built at Mr. Green's ship-yard Blackwall in the spring of 1859, for Mr. Forrester Britten, and won two matches previous to this—her third triumph. The weather as we have stated was an unceasing down pour of rain, with however a nice breeze from E.S.E., which rather lightened towards the afternoon.

The Ranelagh Yacht Club held their first match on Tuesday, June 5th, with a Silver Cup, value 12 sovs. for yachts with fixed keels, and

a Silver Cup value 12 sovs. for centre board boats ; the course was from Battersea Bridge to a buoy moored off the river Wandle, three times up and down : time half-minute per ton. The fixed keels were Kate, 4 tons, Mr. F. J. Jackson, Clara 7 tons, Mr. J. B. Burney, and Selina, 2½ tons, Rear Commodore Pick. The centre boards were Czarina, 4 tons, Mr. B. B. Moore, President, 2½ tons, Mr. S. Gambardella, and Spray, 5 tons, Mr. G. Haines. There was a nice stiff breeze at S.W. b.W. Much interest attached to this match as to whether the centre board or the fixed keel yachts should prove the fastest for above bridge matches : the little Spray however soon showed her powers and went away with the lead, winning as she liked ; between the fixed keel yachts Clara and Kate there was a very sharp contest which terminated by Clara defeating Kate by half-a-minute.

The Norfolk and Suffolk Yacht Club opened their racing season on the Yare at Cantley on the 7th of June. The latteen rigged match for a Challenge Prize of 15 sovs. was won by the Vampire, Mr. Everett, defeating the Merlin and Atalanta : and the Challenge Prize of 15 sovs. for cutter yachts was won by the Belvidere 9 tons, Mr. Read, defeating the Oberon, and Union.

The Challenge Cup value 30 sovs of the same club was contested for on the 8th of June, when the Enchantress, 6 tons, Mr. Green defeated the Belvidere,—the winner on the previous day.

On Wednesday, June 13th the second match of the Royal London Yacht Club came off : the prizes were a Silver Tankard value 50 sovs. Four silver salt cellars and a mustard pot value 20 sovs. and a purse of 10 sovs. for the first class yachts. Silver claret jug value 30 sovs., a purse of 10 sovs., and a purse of 5 sovs. for the second class. Considerable interest was excited, as a splendid new clipper, built by Harvey of Ipswich, the Audax, 90 tons, belonging to Mr. J. H. Johnston, was to make her *debut*, her opponents were the well known vessels Glance and Thought ; the Phantom was entered, but did not appear to like the strong wind. In the second class the new vessel the Laura, 20 tons, Colonel Armytage, contended against the Gipsy schooner, 20 tons and the well-known little Kitten, 13 tons. The course for the first class was from Erith Bay round the Nore Light-ship and back, and for the second class round a boat off Southend and back.

There was a slashing double reefed mainsail breeze at S.W., and those who had the good fortune to be present witnessed as fine a match as ever was sailed. The Audax took the lead from the start and kept it throughout, but the Thought beat her in time, in fact the Audax lost the match by being forced to tack in Erith Rands on the reach.

home. Thought therefore took first prize and Audax second. The Laura proved herself an out and out fast and able vessel in her class, she carried off the first prize, and Kitten the second.

Thursday, June 14th, the Royal Thames Yacht Club second match came off for first class cutters over 35 tons, for a silver plateau, value 100 sovs.: and a silver tea service value 50 sovs. for Corinthian crews, in vessels not exceeding 85 tons, half minute time. The Audax, 59 tons, Mr. J. H. Johnston, Glance 36, Mr. A. Duncan; and the Osprey 62, Colonel R. H. Huey, started in the first class race. In the Amateur match were the Thought, 27 tons, Mr. F. O. Marshall,—manned by Mr. Forrester Britten, Captains Baldock and Thorne, and Messrs. Rudge, L. Paine, R. Hewett, Schlotel, C. Jones, A. S. Davey, and B. Greenhill. Kitten 13 tons, Mr. R. J. Leach,—manned by Messrs. Knibbs, Poppleton, Ayckbourn, Moss, Wall and Mumford. Violet, 9 tons, Lord De Ros,—manned by Lord De Ros, Lord Colville, Lord Dalkeith, Hon. Col. De Ros, Captain Seymour, and Mr. H. Treherne. There was a strong breeze at S.W. and the struggle lay for a considerable part of the day between the Audax and Osprey, with the Glance well and cautiously sailed, the Audax eventually took the lead, but the Glance ran in at the finish one minute five seconds within her time, and wrested the hard fought prize from the Audax at the flag-ship.

In the Corinthian match the Thought had it all her own way; she had the advantage in tonnage, and a powerful crew, and in the strong S.W. wind that blew throughout the day she proved too good for her smaller antagonists, which were however sailed throughout the match with great skill and determination.

The Birkenhead Model Yacht Club held their first match on Saturday, June 9th, for a silver cup, value 15 sovs. when a gallant little fleet of five made their appearance, viz: White Squall, 4½, Mr. A. C. Anderson, Snake, 7½, Mr. W. Wilkinson, Stella, 3½, Mr. A. Bower, Vision, 7½, Mr. C. H. Coddington, Zephyr, 5½, Mr. R. Beaver. Snake, however soon cut out the work, the Vision being the only craft that shewed near her throughout the match, and won the cup in famous style.

The Royal Thames Yacht Club Schooner match was announced for Friday, June 29th; a prize value 100 sovs. was offered, open to all schooners of Royal Clubs, with a prize value 30 sovs. to the second vessel. The only vessel entered was the Wildfire, and consequently the match did not come off.

Saturday, 30th of June, the Royal Mersey Yacht Club held their regatta for first class yachts of 35 tons and upwards; second class of 15 to 35, and third class of 8 to 15. Owing to the severity of the

weather a number of first and second class vessels were prevented arriving on the station, and the third class prize alone was contested. A very spirited contest ensued, which ended by the *Vision*, 8 tons. Mr. C. H. Coddington, defeating the *Mena*, yawl of 12 tons, and the *Victoria* sloop of 13 tons, winning the prize a very handsome silver cup, value 20 sovereigns.

The Royal St. George's Yacht Club Regatta was held on the 11th and 12th July, and as usual attracted an immense fleet of yachts to that favourite yachting station. The first prize on the first day was a purse of 100 sovereigns given by the Club for all yachts of 30 tons and upwards, time allowed according to the graduated scale of the club: there was a splendid entry for the race, viz: *Audax*, 59 tons, J. H. Johnston, Esq., *Aura*, 43 tons, W. H. Ellis, Esq., *Surge*, 52 tons, C. T. Couper, Esq., *Vigilant*, 38 tons, J. C. Atkins, Esq., *Sibyl*, 39 tons, Sir. J. Arnott, *Wildfire*, schooner, 59 tons, J. Turner-Turner, Esq., *Chance*, schooner, 76 tons, D. Richardson, Esq., *Secret*, 38 tons, T. D. Keogh, Esq., *Storm*, 36 tons, J. Graham, Esq., *La Traviata*, schooner, 68 tons, W. D. Seymour, Esq. The course was the usual one in Dublin Bay. the wind at S.E., light and very variable, hauling up to the N.W. and again veering back to S.S.E. *Sibyl* went to the front at the conclusion and won the purse in the midst of a nearly flat calm, loudly cheered for her victory over such a fleet of clippers,—although it could not be called a satisfactorily decisive one, owing to the fluctuating nature of the wind throughout the day.

For the prize of 30 sovs. the *Vivid*, 25 tons, over the short course defeated the *Banba*. For the purse of 20 sovs. the *Bijou* 12 tons, over the short course, defeated the *Fairy*, 12 tons, *Banshee*, 8 tons, *Magnet*, 12 tons, *Virago*, 11 tons, *Dove*, 12 tons, *Ida*, 9 tons.

Thursday, 12th, offered a splendid programme of sailing, but a dense fog setting in precluded the possibility of starting the first race at the appointed time; however at 12 o'clock the Sailing Committee acceding to the wishes of those engaged, started the following vessels for the £70 plate. The *Audax*, *Storm*, *Aura*, *Secret*, *Vivid*, *Vigilant*, *Aileen*, and *Sibyl*. At 1h. the *Sibyl* returned into harbour, declaring it to be impossible to make out the mark boats; the others returned at intervals with the exception of the *Vivid*, who remained out and returning at a late hour claimed the prize as having gone round such of the flag-boats as remained at their stations; the Sailing Committee however ruled against such a claim, and decided that the prize should be sailed for again.

Friday opened auspiciously with a slashing gale at S.S.E., and even-

tually to South with a rising wind and heavy sea ; at 11h. 42m. the following vessels started for the £70 plate, presented by the Royal Irish Club. The Surge, 52 tons, C. T. Couper, Esq., Audax, 59 tons, J. H. Johnston, Esq., Vigilant, 88 tons, J. C. Atkins, Esq., Secret, 33 T. D. Keogh, Esq., Aura, 48 tons, W. H. Ellis, Esq., Storm, 36 tons, J. Graham, Esq., Sibyl, 39 tons, Sir J. Arnott, Aileen, 39 tons, J. Wheeler.

After a tremendous struggle between the Audax and Surge, both of which were splendidly sailed, the Surge was declared the winner in time by barely 10 seconds ; splendid work over a 58 mile course ! For the prize of £60 given for schooners, one of the finest matches ever witnessed came off between the Chance, Wildfire, Amy, Heroine, La Traviata, Imogene, Leonora, and Zouave. The Wildflower was entered but did not start, as was also the Vestal, Vice-commodore Henry, but she did not arrive in time. These fine vessels made a magnificent race, doing the course in a shorter time than the first class cutters, Heroine being declared the winner on time, defeating the Chance by 3 minutes 29 seconds.

For the prize of £20 the celebrated little Surprise, R. Johnston, Esq., obtained a signal victory over the Bijou, Fairy, Sappho, Magnet, Mary Alice, and Dove. Sappho came in a good second.

The Belfast Lough Regatta came off on the 4th and 5th of July. The course was the usual one in the Lough, twice round, making a distance of 32 nautic miles ; the wind was W.N.W., and steady ; the start was from off Cultra. For the £40 purse the following vessels started:—Surge, Vigilant, Secret, Storm and L'Eclair. Surge took the lead and kept it throughout, winning in beautiful style. For the £40 purse for schooner or lugger yachts the following started, Heroine, Amy, Chance, and Tana. After a very exciting race between Amy and Chance, the former was declared the winner by 1 second.

For the third race three prizes were offered, viz:—£15 to the first yacht, £5 to the second, and £2 to the third ; the following started:—Bijou, 11 tons, R. D. Kane, Emmeline, 8 tons, W. Greer, Fly, 10 tons. J. Campbell, Dove, 12 tons, T. D. Keogh, Ida 8 tons J. A Lyle, Isa, 15, J. W. Osborne. Sixteen mile course. Dove, Bijou and Fly were declared the respective winners.

Fourth race there were also three prizes offered to the Mosquito fleet, £10 to the first, 3 to the second and 2 to the third. The following little vessels started:—Leda, Invincible, Arrow, Jenny, Lightning, Pet. The Invincible, Pet, and Arrow carried off the prizes.

Thursday opened with a fresh breeze at N.W. The first race was

for a purse of 60 sovs. for which the following vessels started: Secret, Storm, Vigilant, and Surge. As had been anticipated at the start, the Surge went in and won as she liked.

Second race for a purse of 30 sovs. was contested by the Lightning, Vivid, Sappho, Mary Alice, and Banba. The latter took the lead from start to finish and won the purse cleverly.

For the third race there were three prizes: £15 to the first; £6 to the second; £4 to the third: the following vessels started:—Eagle, Fly, Emmeline, Invincible, Leda, Bijou, Dove, Jenny and Ida. Invincible won the first prize, beating the Bijou on time by 29 seconds: Bijou second prize, and Dove third.

The Great Ocean Match from Kingstown to Cork was an experiment on behalf of the Royal Cork Yacht Club, and a most triumphant one it turned out to be. In future seasons we shall look out for many repetitions of such matches, and we trust the Royal Cork Club will retain the prestige of having originated it, by holding a similar one every year. The prize for this match was a purse of 25 sovereigns, with a sweepstakes of half a sovereign each. Seventeen vessels took part in the contest ranging from 140 to 25 tons. The following were the entries:—Kingfisher schooner, 20 tons, Cooper Pearose, Esq., Urania, schooner 140 tons, W. Wise, Esq., Mystery cutter 25 tons, P. S. French, Esq., Sibyl cutter 39 tons, Sir J. Arnott, Vigilant cutter 38 tons, J. C. Atkins, Esq., Dryad cutter 85 tons, D. H. Trant, Esq., Mask cutter 25 tons, Rev. E. Newenham, Windward schooner 36 tons G. Robinson, Esq., Rosina cutter 33 tons, Sir J. Arnott, Water Lily yawl 80 tons, Sir Jocelyn Coghill, Bart., Peri cutter 80, J. W. Cannon, Esq., La Traviata schooner, 85 tons, W. D. Seymour, Esq., Aileen cutter, 40 tons J. Wheeler, Esq., Wildflower schooner, 48 tons, S. Little, Esq., Wildfire schooner, 59 tons, J. Turner-Turner, Esq., Leonora, schooner, 116 tons, G. P. Haughton, Esq., Traviata cutter, 50 tons, Captain Costello. From 10h. 30m. to 11h. 20m. a.m., on Saturday, the 14th of July, the vessels got underway from Kingstown harbour, and the contest commenced. After many changes during the day, Sibyl was the leading vessel at 10h. p.m. with the Dryad; at daylight in the morning the Peri, Kingfisher, Leonora, and Urania were ahead, and during the whole of the 15th, they held a great lead; in the 16th at day-break, the Kingfisher entered the Narrows at Cork with the Peri close in her wake, and the Sybil overhauling both fast; she passed the Kingfisher to the southward of the Spit Lighthouse, the Peri just inside of it,—and after as fine a race as ever was sailed the Sibyl went in a gallant winner at 5h. 20m. a.m. on the morning of the 16th,—after an arduous struggle of 53 hours 20 minutes.

The regatta of the Royal Cork Yacht Club commenced on Thursday the 19th of July. The first race was for a prize presented by W. Wise, Esq., *Urania* schooner, a very large and handsome Silver claret jug—value 100 guineas. The following vessels started, with a strong breeze at N.W.:—*Zouave* schooner, *Sibyl* cutter, *Aura*, *Wildfire* schooner, *Surge* cutter, *Audax* cutter. After a slashing contest the prize was won in gallant style by the *Audax*, with the *Surge* second, and *Aura* third.

The second race for a purse of 45 sovs. was contested by the following vessels; *Aileen*, *Storm*, *Wildflower*, *Secret*, *Lurline*, and *Foam*. After a gallant struggle *Secret* came in first, but the *Aileen* lodged a protest against her for fouling, and the *Wildflower* against both for fouling her, and each other; the Sailing Committee adjudged the prize to the *Wildflower*.

The fourth was the Railway prize of £25 for which only two vessels went: *Flirt*, Captain H. H. O'Bryen, and *Gertrude*, B. R. Boom, Esq. *Flirt* won easily; the *Gertrude* having started a plank during the race and coming in nearly water-logged.

On Friday there was a nice breeze at N.W., the first race was for a purse of 100 sovs. for which the following started:—*Secret*, *Gertrude*, *Surge*, *Aura*, *Audax*, and *Wildfire*. After a very exciting struggle between these five vessels, *Wildfire* came in the winner, *Audax* second and *Surge* third.

The schooner match for a purse of 50 sovs. did not fill, as the terms of the race declared that three vessels should start; and as only the *Zouave* and *Wildfire* came to the buoys, the *Wildfire* being engaged in the 100 sov. race, there was no match.

For the Indian prize a Silver cup, value 360 rupees, the *Sybil* defeated *Aileen* and *Flirt*.

The River Steamers' purse of 15 sovs. brought out a nice little fleet of Mosquito clippers, the following contending:—*Fairy* 10, *Uriel* 10, *Fawn* 13, *Zuffa* 10, *Charm* 12. A very pretty race took place between these vessels which terminated in the victory of the *Fawn*.

Tuesday, July 31st, the Royal Yacht Squadron commenced with the match for the Prince Consort's Cup, for which the following started:—*Osprey* 79 tons, Colonel R. W. Huey, *Marina* 83 tons, Sir A. Bannerman, *Brunette* 85 tons, Colonel Simmons Smyth, *Arrow* 145 tons, T. Chamberlayne Esq., *Lulworth*, 115 tons, J. Weld Esq. The *Arrow* proved the victor, defeating the *Lulworth* by 6 minutes and 10 seconds. A new plan of measurement for tonnage was tried at this regatta.

On Thursday, Aug. 2nd, Her Majesty's cup was contended for by the following schooners,—*Enchantress*, 255 tons, Sir T. Whicheote,

Albatross, 110 tons, T. Brassey, Esq., Myrtle, 186 tons, J. Brown, Esq., Zouave, 105 tons, R. Arabin, Esq., Resolution, 164 tons, Duke of Rutland, Aline, 216 tons, Capt. C. S. A. Thellusson, and Lallah Rookh, 126 tons, Viscount Bangor. The Aline proved the winner, defeating the Zouave over and above her allowance of time of 27m. 45s.

The race for the Royal Squadron cup of 100 sovs. came off Aug. 4, contested by Audax, Amazon, Osprey, Arrow, Lulworth, Thought, Laura, and Wildfire. There was a strong breeze at N.W. The Lulworth was the lucky ship, winning as she pleased, with the Osprey second, and Wildfire third,

The Milford Haven Regatta came off on the 25th and 26th of July, when the Surge, 52 tons, C. T. Couper, Esq., beat the Wildfire, Gertrude and Ianthe, winning each day 52 guineas.

The Royal Southern Yacht Club Regatta took place on the 3rd of August, when our old favorite the Amazon, 46 tons, H. F. Smith, Esq., beat the Audax fairly on her merits, winning 40 sovs.; the Thought, 25 tons, P. O. Marshall, Esq., beat the Ladybird and Laura, winning 30 sovs., and the Folly 12 tons, W. Parry, Esq., beat the Quiver and Louisa.

The Lough Carlingford Regatta took place on August 7th and 8th, and the Surge 52 tons, C. T. Couper, Esq., sailing against the Secret and Banba on the first day, won 40 sovs.; and on the second day she beat the Secret, Vivid and Banba, winning the challenge cup, value 50 sovs., with 25 sovs. added.

The Royal Victoria Yacht Club Regatta took place at Ryde, on the 7th, 8th, and 9th of August. For the prize value 50 sovs. with 10 for second vessel, the following started—Thought, Glance, and Cymba. Another new mode of measurement was tried in this match, so that instead of the *Vexata Quæstio* of Measurement being in future simplified, there appears a probability of its becoming more complex and unsatisfactory. There was a strong breeze from N.W., the Cymba won the prize cleverly; Thought taking second prize.

Wednesday 8th. a private match between the Quiver, Capt. Chamberlayne, and the Folly W. L. Parry resulting in the victory of the latter, defeating the Quiver by 1 minute 40 seconds.

On Thursday a prize of 50 sovs. with 10 sovs. for the second vessel, brought the following cutters belonging to the club to the starting buoys:—Julia, 122 tons, G. Fielder. Esq., Arrow, and Audax. According to the terms of the race, half rate Ackers' scale: the latter was the winner by 2m. 42s., defeating the Arrow, who obtained the second money.

The Weymouth Royal Regatta was held on Aug. 13th,—for the first prize of 50 sovs. the Audax, Wildfire, Glance, and Cyclone, 43, J. Field, Esq. contended. It was won cleverly by the Audax. The second prize of 25 sovs. the Thought and Phantom started; the latter came in three minutes ahead of Thought and having to allow her time, for difference of tonnage. The third prize of 15 sovs. was won easily by the Quiver defeating the Little Dorrit, 12 tons, S. B. Talbot, Esq.

The Royal Western Yacht Club, held their regatta at Plymouth, on Thursday and Friday, August 16th and 17th. For the first prize of 50 sovs. the following started;—Audax, Glance, and Arrow, which the Audax won on time by 5m. 37s. For the Steam Company's plate of 25 sovs., the Souvenir defeated the Quiver and Gondola, 15 tons, R. Downing, Esq.

On Friday, a schooner match for 30 sovs. took place, for which the Camilla, 144 tons, (late America,) H. E. Ducie, Esq., defeated the Wildfire, and Galatea, 124 tons, T. Broadwood, Esq. For a prize of 50 sovs the Audax and Glance started, allowance of time half-a-minute. The Glance proved the victor in time by 6m. 11s.

The Torbay Royal Regatta was held on Saturday, Aug. 25th, when for the first prize of 40 sovs. and the second of 15 sovs. was contended for by Audax, Violet, 40 tons, H. Kennard, Esq., Thought, and Glance. The Audax won the first, and the Violet the second. For a purse of 20 sovs. the Souvenir defeated Quiver, and Enigma, 10 tons, J. H. Pope, Esq.

The Royal Welsh Yacht Club Regatta was held on Thursday and Friday, Aug. 23rd and 24th. For the Club cup, value 20 guineas, four vessels started, viz. Banshee, 8 tons, R. Fawcett, Esq., Vidette, 9 tons, C. D. Savage, Esq., Bijou, 11 tons, R. D. Kane, Esq., Ranger, 12 tons, Capt. W. H. Owen. The Bijou having fouled the Ranger, the latter was awarded the cup.

The Prince of Wales' cup, value 50 guineas, was contested for by the Secret, 30 tons, T. D. Keogh, Esq., Gertrude, 15 tons, B. R. Boom, Esq., and Magnet, 11 tons, E. J. Bolton, Esq., which latter carried off the prize. The Secret when well ahead ran ashore at Llanfair in the first round, and consequently lost all chance.

The Royal Holyhead Yacht Club Regatta took place on Friday, Aug. 22nd. The Stanley cup, value 20 guineas, was won by the Bijou defeating the Magnet, and the Holyhead cup, value 50 guineas, was won by the Storm, 36 tons, J. Graham, Esq., beating the Lady Bird, 33 tons, J. P. Lethbridge, Esq., and the Plover, 35 tons, Col. Clifton.

The Surge was champion of the season.

Regattas and Matches.	Date	Winning Yachts.	Big	Tons	Owners.	Value.	Starting Yachts.
R. Y. SQUADRON.....	July 31	Arrow.....	cut	102	T. Chamberlayne, Esq.	105	Lulworth, Osprey, Marina, Brunette
	Aug. 2	Aline.....	sch	216	Capt. Thullusson	105	Zouave, Enchantress, Albatross, Myrtle, &c.
	4	Lulworth.....	cut	79	J. Weld, Esq.	100	Osprey, Wildfire, Audax, Arrow, Amazon, &c.
ROYAL LONDON.....	May 15	Haidee.....	cut	8	T. Bartlett, Esq.	30	Violet, Surprise, Clara
		Violet.....	cut	9	Lord De Ros.....	10	Second prize
		Surprise.....	cut	8	J. Carr, Esq.....	5	Third prize
		Blue Belle.....	cut	6	J. Ridgway, Esq.....	15	Spray, Mayfly, Eugenie
		Mayfly.....	cut	4	W. Roe, Esq.....	5	Second prize—Spray fouling the buoy
	June 13	Thought.....	cut	27	F. O. Marshall, Esq.....	50	Audax, Glance
		Audax.....	cut	59	J. H. Johnson, Esq.....	20	Second prize
		Glance.....	cut	36	A. Duncan, Esq.....	10	Third prize
		Laura.....	cut	20	Lieut.-Col. Armytage	30	Kitten, Gipsy
		Kitten.....	cut	13	R. Leach, Esq.....	10	Second prize
		Gipsy.....	cut	20	J. F. Delany, Esq.....	5	Third prize
R. SOUTHERN Y. C.....	Aug. 3	Amazon.....	cut	46	H. F. Smith, Esq.....	46	Audax
		Thought.....	cut	25	F. O. Marshall, Esq.....	25	Ladybird, Laura
		Folly.....	cut	20	W. L. Parry, Esq.....	20	Quiver, Louisa
ROYAL THAMES.....	May 30	Phantom.....	cut	27	A. Lane, Esq.....	50	Thought
		Quiver.....	cut	12	Capt. Chamberlayne...	40	Kitten, Laura, Psyche
		Kitten.....	cut	13	R. Leach, Esq.....	30	Folly (1), Laura, Violet, Folly (2)
		Folly (Southampton)	cut	7	W. L. Parry, Esq.....	10	Second prize
	June 14	Thought.....	cut	27	F. O. Marshall, Esq.....	50	Kitten, Violet
		Glance.....	cut	36	A. Duncan, Esq.....	100	Audax, Osprey
PRINCE OF WALES	May 31	Haidee.....	cut	8	T. Bartlett, Esq.....	25	Violet, Surprise, Midge
		Violet.....	cut	9	Lord De Ros.....	20	Second prize
		Spray.....	cut	4	G. Haines, Esq.....	1	Little Vixen, Midge, Caesarina
	July 13	Rifeman.....	cut	7	W. R. Gade, Esq.....	25	Several yachts entered but it was a dead calm
WELLINGTON	July 13	Haidee.....	cut	8	T. Bartlett, Esq.....	50	Chal. cup, won by Haidee in 1859

Regattas and Matches.	Date	Winning Yachts.	Reg. Ton.	Owners.	Yacht.	Starting Yachts.
MILFORD HAVEN ...	July 25	Surge.....	cut	C. T. Couper, Esq.....	gs50	Wildfire, Gertrude, Ianthe
	26	Surge.....	cut	"	gs50	Wildfire, Gertrude, Ianthe
ROYAL ST. GEORGE	July 11	Sibyl	cut	Sir J. Arnott, M.P.....	100	Surge, Audax, Secret, Aura, Vigilant
		Vivid	cut	25 Sweetenham and Hone	50	Banbs
		Bijou	cut	12 R. D. Kane, Esq.	20	Magnet, Dove
	13	Surge	cut	52 C. T. Couper, Esq. ...	70	Audax
		Heroine	sch	80 R. Batt, Esq.	60	Chance, Zouave, Wildfire, Amy
		Surprise	cut	20 R. Johnston, Esq.....	20	Sappho, Bijou, Magnet carried away boom
OCEAN MATCH.....	July 14	Sibyl.....	cut	32 Sir J. Arnott, M.P.....	34	Peri, Kingfisher, and fourteen others
ROYAL CORK.....	July 19	Audax	cut	59 J. H. Johnson, Esq. ...	105	Surge, Aura, Wildfire, Zouave, Sibyl
		Wildflower.....	sch	48 S. Little, Esq.....	45	Secret, Aileen, both protested against for fouling
		Flirt	cut	19 Capt. H. H. O'Brien	25	Gertrude
	20	Wildfire	sch	59 J. Turner-Turner, Esq.	100	Audax, Surge, Aura, Secret
		Sibyl	cut	39 Sir J. Arnott, M.P.....	360	rupees, Aileen, Flirt
		Pawn	cut	13 F. E. Holmes, Esq. ...	15	Charm, Uriel, Zuffa
ROYAL VICTORIA...	Aug. 7	Cymba	cut	54 Capt. Smith-Barry ...	50	Glance, Thought—time race
		Thought.....	cut	27 F. O. Marshall, Esq....	10	Second prize, as Glance had to allow time
	8	Folly	cut	12 W. L. Parry, Esq.....	20	Quiver
	9	Audax	cut	59 J. H. Johnson, Esq....	50	Arrows, Jalla—time race
PRIVATE MATCH....	10	Zouave	sch	105 K. Arabin, Esq.....	50	Ells—by sail measurement
ROYAL WESTERN ...	Aug. 16	Audax	cut	59 J. H. Johnson, Esq.....	50	Arrows—time race, Glance disabled
		Arrow.....	cut	102 T. Chamberlayne, Esq.	10	Second prize
		Souvenir.....	cut	15 H. Hill, Esq.	25	Quiver
		Enigma	cut	10 J. H. C. Pope, Esq.....	gs15	Ida, Torment, Louisa
	17	Camilla (America)	sch	144 H. E. Ducie, Esq.	60	Wildfire, Galatea
		Ida	cut	10 R. Hoekling, Esq.....	gs10	Enigma, Louisa
		Glance.....	cut	36 A. Duncan, Esq.....	50	Audax
ROYAL WELSH	Aug. 23	Ranger	cut	12 Capt. W. H. Owen.	21	Bijou, Banshee—protest
		Magnet	cut	11 E. J. Bolton, Esq.....	gs50	Gertrude

Regattas and Matches.	Date	Winning Yachts.	Big Tons	Owners.	Value	Starting Yachts.
LOUGH CARLINGFD.	Aug. 7	Surge..... Surge.....	cut cut	52 C. T. Couper, Esq..... 52 "	40 Secret, Banba 75 Secret, Vivld, Banba	
ROYAL HARWICH....	Aug. 23	Dream..... Violet..... Garibaldi	cut cut cut	32 Major Westhead 13 J. R. Kirby, Esq..... 8 — Vaux, Esq.	gs30 Queen, Watersprite, Silver Star gs20 Rocket gs10 Helen, Stella	
ROYAL CANADIAN..	Aug. 7	Wide Awake..... Rivet	cut cut	7 Capt. Scholefield..... 16 E. Blake, Esq.	Bay Queen, Prima Donna Belle, Dart, Expert, &c.	
	8	Wide Awake..... Rivet	cut cut	7 Capt. Scholefield..... 16 E. Blake, Esq.....	Bay Queen, Storm Queen, &c, Dart, Belle	
	Sept. 11	"	"	"	25 Arrow, Seagull	
		Glance	cut	8 G. Oliver, Esq.	26 Expert	
ROYAL YORKSHIRE	July 27	Rapid	cut	50 A. Bannister, Esq. ...	gs60 Eagre, Louisa	
		Pearl	cut	10 D. Brown, Esq.....	gs30 Lurline Bijou	
ROYAL MERSEY	June 30	Vision.....	cut	8 C. H. Coddington, Esq	20 Victoria, Mona	
BOSTON	Aug. 20	Waterwitch..... Jenny	cut cut	5 J. Piley, Esq. 7 C. Anderson, Esq.....	gs30 Jenny, Waterwitch, Peri gs 5 Second prize	
		Eugenia	cut	4 H. Smaller, Esq.	gs 3 Third prize	
		Peri.....	cut	4 — Crawford, Esq.....	gs 2 Fourth prize	
ROYAL HOLYHEAD..	Aug. 22	Bijou	cut	11 R. D. Kane, Esq.	gs20 Magnet	
		Storm	cut	36 J. Graham, Esq.	gs50 Lady Bird	
RANELAGH.....	June 5	Clara	cut	7 J. B. Burney, Esq. ...	12 Kate	
		Spray	cut	5 G. Haines, Esq.....	12 President	
	Aug. 4	Clara	cut	7 J. B. Burney, Esq.....	gs15 Spray, Rover	
		Spray ...	cut	5 G. Haines, Esq.....	gs 7 Second prize	

Regattas and Matches.	Date	Winning Yachts.	R g Tons	Owners.	Value L	Starting Yachts.
BELFAST LOUGH.....	July	4 Surge	cut	C. T. Couper, Esq.	40	Secret, Vigilant, Storm, L'Eclair
		Amy	sch	J. Barret, Esq.	40	Chance, Heroine, Tans—time race
		Dove	cut	T. D. Keogh, Esq.	15	Bijou, Fly, Isa, Kimmeline, Ida
		Bijou	cut	R. D. Kane, Esq.	5	Second prize
		Fly	cut	J. Campbell, Esq.	2	Third prize
		Invincible	cut	D. Fulton, Esq.	10	Pet, Arrow, Lightning, Jenny
		Pet	cut	R. Ferguson, Esq.	8	Second prize
		Arrow	cut	W. Davidson, Esq.	2	Third prize
		5 Surge	cut	C. T. Couper, Esq.	60	Secret, Storm, Vigilant
		Banba	cut	W. L. Doherty, Esq.	30	Vivid, Sappho
		Invincible	cut	D. E. Fulton, Esq.	15	Bijou. Dove second, Ida—time race
		Bijou	cut	R. D. Kane, Esq.	6	Second prize
		Dove	cut	T. D. Keogh, Esq.	4	Third prize
SWANSEA	July	30 Vesper	cut	G. A. Bevan, Esq.	25	Gertrude, Ianthe
		31 Surge	cut	C. T. Couper, Esq.	30	Vesper, Ianthe, and four others
		Vesper	cut	G. A. Bevan, Esq.	15	Second prize
		Ariel	cut	W. Bowen, Esq.	10	Third prize
WEYMOUTH	Aug. 13	Andax	cut	J. H. Johnson, Esq.	50	Wildfire, Glance, Cyclone
		Phantom	cut	S. Lane, Esq.	25	Thought
		Quiver	cut	Capt. Chamberlayne...	15	Little Dorrit
LOUGH SWILLEY	Aug. 11	Moonbeam	cut	T. Batt, Esq.	chep	won also in 1859
BIRKENHEAD } MODEL..... }	June 9	Snake	slp	W. Wilkinson, Esq.	15	Vision, White Squall, Zephyr
	July 14	White Squall	cut	R. Anderson, Esq.	15	Barracouta, Stella
	Aug. 11	Vision	cut	C. H. Coddington, Esq.	15	Snake, Stella
CLYDE MODEL	Aug. 30	Mets	cut	McIver, Esq.	35	Fairy Queen, including challenge cup

Regattas and Matches.	Date	Winning Yachts.	Rig.	Tons	Owners.	Value L.	Starting Yachts.
TORBAY ROYAL.....	Aug. 25	Audax.....	cut	59	J. H. Johnson, Esq.....	40	Violet, Glance, Thought
		Violet.....	cut	40	H. Kennard, Esq.....	15	Second prize
		Souvenir.....	cut	15	H. Hill, Esq.....	20	Quiver
TEIGNMOUTH	Aug. 15	Enigma	cut	10	J. H. C. Pope, Esq.	10	Quiver
NORFOLK-SUFFOLK At Cantley	June 7	Vampire.....	lat.		W. S. Everitt, Esq.	chcp	Merlin, Atalanta
		Belvidere.....	cut	9	T. M. Read, Esq.	15	Union, Oberon disabled
		Enchantress	lat.	6	H. P. Green, Esq.....	chcp	Belvidere
	July 4	Oberon	lat.	5	R. K. Morton, Esq.	15	Belvidere, Union
		Belvidere.....	cut	9	T. M. Read, Esq.	chcp	Oberon claimed
		Enchantress	lat.		H. P. Green, Esq.....	chcp	Merlin
Wroxham	Aug	Belvidere	cut	9	T. M. Read Esq.	chcp	Rover
Oulton							
Yarmouth							
SOUTHAMPTON	July 11	Don Juan	cut	10	W. Cooper, Esq.	20	Why Not? Quiver, Folly
GREAT YARMOUTH	Aug. 14	Belvidere	cut	9	T. M. Read, Esq.	20	Kestrel
		Kestrel	cut	12	W. Butcher, Esq.....	10	Second prize
IRISH MODEL	June 16	Flirt	cut	8	W. Boyd, Esq.		Ida,—Ripple and Fairy gave up
		Dove	cut	12	T. D. Keogh, Esq.....		Virago
		Ida	cut	8	J. A. Lyle, Esq.....		Electric gave up
	Aug. 2	Temeraire	sch	5	E. J. Bolton, Esq.....		Hockey Walker
WINDERMERE.....	July 10	Meteor	cut	19ft.	S. Taylor, Esq.....	chcp	Zephyr, Mosquito, Mayflower, &c.
		Extravaganza	cut	22ft.	W. Tomkyns, Esq.....	10	Mosquito, &c.
		Mosquito	slp	22ft.	G. A. Aufrere, Esq.....	10	Mayflower, &c.
	Aug. 1	Mayflower.....	cu	19ft.	G. H. Fuckle, Esq.....	10	Wave Crest, Gazelle, Zephyr
		Meteor.....	cu	19ft.	S. Taylor, Esq.....	5	Wave Crest, &c.

TABLE OF AMOUNTS WON.

Yachts' Names	Owners	Times Startd	Times Won	Value L s	Builders
Aline	Capt. Thullusson	1	1	105 0	Camper
Amazon.....	H. F. Smith, Esq.....	2	1	40 0	Harvey
Amy	J. Barrett, Esq.....	1	1	40 0	Fife
Ariel	W. Bowen, Esq.....	1	1	10 0	
Arrow (1)	T. Chamberlayne, Esq	4	2	115 0	Inman
Arrow (2)	W. Davidson, Esq ...	1	1	2 0	
Audax.....	J. H. Johnson, Esq. ...	12	6	315 0	Harvey
Banba	W. I. Doherty, Esq....	2	1	30 0	Marshall
Belvidere	T. M. Read, Esq.	5	4	50 0	chiefly in chal cps
Bijou... ..	R. D. Kane, Esq	5	4	52 0	Wanhill
Blue Bell.....	J. Ridgway, Esq	1	1	15 0	Sawyer
Camilla	H. E. Ducie, Esq.....	1	1	60 0	late America
Clara	J. B. Burney, Esq.....	3	2	27 15	Burney
Cymba	Capt. Smith-Barry ...	1	1	50 0	Fife
Don Juan	W. Cooper, Esq.....	1	1	20 0	Hatcher
Dove	T. D. Keogh, Esq.....	3	2	19 0	Marshall
Dream	Major Westhead	2	1	31 10	Brain
Enchantress	H. P. Green, Esq.....	2	2	15 0	
Enigma	J. H. C. Pope, Esq, ...	2	2	25 0	
Eugenia	H. Smaller, Esq.	1	1	3 8	Pannell
Fawn	F. G. Holmes, Esq. ...	1	1	15 0	
Flirt (1)	Capt. H. H. O'Bryen..	1	1	25 0	Wheeler
Fly	J. Campbell, Esq,	1	1	2 0	
Folly	W. L. Parry, Esq.....	3	2	30 0	
Garibaldi	— Vaux, Esq.....	1	1	10 10	
Gipsy	J. F. Delany, Esq.....	1	1	5 0	Delany
Glance	A. Duncan, Esq.....	6	3	160 0	Hatcher
Haidee	T. Bartlett, Esq,	3	3	125 0	Hatcher
Heroine	R. Batt, Esq.....	1	1	60 0	Inman
Ida (1)	R. Hockling, Esq.....	1	1	10 10	
Ida (2)	J. Lyle, Esq.....	1	1		Fife
Invincible	D. Fulton, Esq.....	2	2	20 0	
Jenny	C. Anderson, Esq.....	1	1	5 5	
Kestrel	W. Butcher, Esq.	2	1	10 0	
Kitten.....	R. Leach, Esq.	3	2	40 0	Harvey
Laura	Lieut.-Col. Armytage	2	1	30 0	Hatcher
Lulworth.....	J. Weld, Esq.....	2	1	100 0	Inman
Magnet	E. J. Bolton, Esq,.....	3	1	42 0	Holden
Mayfly	W. Roe, Esq.....	1	1	5 0	Picot
Meta	— McIver, Esq.....	1	1	35 0	McIver
Moonbeam	T. Batt, Esq.....	1	1	ch. cp.	
Oberon	R. K. Morton, Esq. ...	3	1	15 0	
Pearl	D. Brown, Esq.....	1	1	31 10	
Peri.....	— Crawford, Esq.....	1	1	2 2	
Pet	R. Ferguson, Esq.....	1	1	3 0	
Phantom.....	S. Lane, Esq.....	2	2	75 0	Peany
Quiver.....	Capt. Chamberlayne ..	6	2	55 0	Chamberlayne
Ranger	Capt. H. H. Owen.....	1	1	21 0	
Rapid	A. Bannister, Esq.....	1	1	63 0	Inman
Rifleman.....	W. R. Gade, Esq	1	1	25 0	
Sibyl	Sir J. Arnott, Esq. MR	4	3	133 0	& 360rs.-Wheeler
Snake.....	W. Wilkinson, Esq....	2	1	15 0	Wilkinson
Souvenir.....	W. Hill, Esq.....	2	2	45 0	Hill
Spray	G. Haines, Esq.....	3	3	29 7	Britten
Storm	J. Graham, Esq.....	2	1	52 10	Fife

Yachts Names	Owners	Times Startd	Times Won	Value L s	Builders
Surge	C. T. Couper, Esq.....	11	8	420 0	Fife
Surprise	R. Johnston, Esq.....	1	1	20 0	Hansen
Surprise (2)	J. Carr, Esq.....	2	1	5 0	
Temeraire	E. J. Bolton, Esq.....	1	1	2 0	Irish Model
Thought	F. O. Marshall, Esq....	4	3	110 0	Hatcher
Vampire.....	W. S. Everett, Esq....	1	1	15 0	Norfolk Club
Vesper	G. A. Bevan, Esq.....	2	2	40 0	Rubie
Violet (1)	H. Kennard, Esq.....	1	1	15 0	Aldous
Violet (2)	Lord De Ros	4	2	30 0	Aldous
Violet (3)	J. R. Kirby, Esq.,.....	1	1	21 0	Aldous
Vision.....	C. H. Coddington, Esq	3	2	35 15	Benson
Vivid	Sweettenham & Hone	3	1	50 0	
Waterwitch	J. Pilley, Esq.....	1	1	31 10	Pannell
White Squall.....	R. Anderson, Esq.....	2	1	15 15	Sutherberry
Wide Awake.....	Capt. Scholefield	2	2		Canada
Wildfire	J. Turner-Turner, Esq	9	1	100 0	Hansen
Wildflower.....	S. Little, Esq.....	1	1	45 0	Fife
Zouave	R. Arabin, Esq	1	1	50 0	Inman

SKETCHES OF NAVAL LIFE.*

BY AN OLD SALT.

CHAPTER V.

I FINISHED my last yarn by being told to do nothing until I was told to do something, or, in other words, to consider myself under arrest till Mr. Smithers was pronounced out of danger by the doctor. This lasted about three weeks, during which time I quietly learned the highways and byeways of a man-of-war ; how, out of apparent chaos, order came forth ; how discipline made people work, and work *together* with a will, who never worked before with either system or inclination ; how dirt forsook the persons of the newly joined, unwashed ; how thieves dared not steal, idlers dare not skulk, and women, whose habits on shore were debased and profligate, lived with the seamen, adopting them, cleanly, orderly and sober lives. Poor things, I often pitied them when I heard them confessing that their happiest time, as regarded their peace of mind and contentment was that spent on board of a man-of-war, as the temporary partner of some sailor they were attached to, and whom, not being allowed to leave the ship, the Government allowed to have on

* Continued from page 589, vol ix.

board, to share the good and evil of his nautical prison. And I must say, the most severe trial a first lieutenant's countenance had to undergo, to keep it under proper and efficient control, used to be, when these poor creatures were summoned on deck, there to stand in a line till he had looked at each in passing along their front, to see they were clean looking and decently clothed. Some of them, young and beautiful, would, what John Chinaman calls "makee face" at this awful personage as he passed, and his difficulty in restraining his own, was but too apparent, in the spasmodic twitchings of his lips and chin, and in the silent wave of the hand which dismissed them, instead of the usual "you may go below."

Naval matters, 50 years ago, have a history completely their own. Ships were not then filled with *seamen* able and willing to do their country's work and fight her battles. The navy was the receptacle for the very outscourings of your goals. The footpad, pickpocket, house-breaker, and vagrant gained a spurious advance towards decent society, by becoming tenants at will of H. M. ships, to the infinite terror of the next third of a ship's company, which consisted of journeymen tailors, shoemakers, carters, ploughmen, and in short, men of every calling, pressed, "nilli willi" into the service, and for the first time brought into actual contact and association with prigs of every grade and hue, and dye, of systematic robbery and pollution. The last third of a frigate ship's company consisted of a very fair average of able bodied seamen of good nautical skill, who looked with contempt on the last third spoken of, and most unfeigned hatred of the first lot, whose presence alone made every good man hate the floating prison where they were herded in common, and too often blamed in common; and lastly, and worst of all, flogged in common, for the commission of acts, wholly originating and ending in the black-leg and thief, who knew but too many ways of implicating his fellow man, to lose sight of the chance of getting him flogged instead of himself. The quantity of Irish, you get too (I am Irish myself), houseless, homeless wretches, whose tenure of life and all its attributes was so frail, that nothing but the absolute indifference to misery with which Paddy insults Fate, could keep the spark within from perishing. morally, and physically—and in addition, you *cannot* in 75, cases out of 100, make a seaman out of an Irishman; why, I cant say, except upon the principle that he insists upon always doing the *worst* to the *best* of his knowledge; but it is a well-known fact—like the Dutch, and Belgians and French—the first are good and able seamen, the two last very indifferent ones, more especially the Belgians; so it is with the Irish. The English and Scotch are alike good seamen, but the Irish

seldom or ever, as a whole. I know sundry exceptions of course, and like all other exceptions to a bad rule, they come out bright and clear. I was shipmate once with a countryman of mine, whom I found meandering stupid drunk along the beach at Portsmouth, clothed (statue-like) in nearly nothing, a ragged shirt, and as tattered a pair of canvas trousers, being his *whole* (excuse the bull) wardrobe. He had been paid off three weeks having lost the ends of his fingers by putting them outside the gunwale of a boat instead of inside as all other people did. He had on him when *turned out* of the service he had fought and bled in, a good suit of clothes and nearly £300 in wages and prize-money, he was picked up by one or more of that horde of longshore sharks that battered and fattened on the hard earned gains of the open-handed British seaman during the war, and his drink being drugged, he was kept in a state of semi-consciousness, until at the end of three weeks, he found himself as he said "*Fast asleep* on the shore, with nothing left but a light heart and an ould pair of trousers," he having begged the shirt "for decency's sake" before I met him. As I required hands, I took him on board, especially as he distinctly stated himself to be an able seaman. I bought him a suit of slop clothes, and on his arrival on board, to test his nautical abilities I told the boatswain to order him to make a *long* splice in the mizen topsail halyards which were chafed, and on my going below to the cabin I saw Pat sitting on the poop with marlinspike, grease, &c., before him, with the severed ends of the topsail halyards in his hands, and a serio-comique look about his face as if he was not a little puzzled how to proceed. In the course of twenty minutes I went on deck, and found Pat in precisely the same posture and *fix* as when I left him.

I was just going to begin blowing him up when he was too quick for me, for he looked up in my face with an expression of the most absolute simplicity as he said, "Shure, didn't yur honor call this a *long* splice?" I replied very crossly, "I did Sir;" and was going to add, "Why, you rascal, isn't it finished," when he cut me short by rejoining, "Bedad, Sir, you've the rights av it, for it 'll be a *long* time before I'll finish it." Well, what could I do, only ask him to tell me quietly what *really* he could do. So I ordered him into the cabin and told him to speak the truth or I would bundle him ashore, naked as a fish, charging him with the *lie* he told me as to being an able seaman. He replied at once "Oh your honour, if ye'd been *lying* on the cowld beach as I was, it 'ud come natral to ye to do the same."

By this time I smoked my friend to be a character, cursed with that fund of Irish wit, which, like the Boomerang, seems hurled only to

return and wound themselves and country. But the next question was, *had* he what he was, a character? So I asked him for his discharge ticket. It was lost with his kit and money. What was he *really* in the ship he last left? He was "Jemmy Ducks," he said, or butcher's assistant. Why was he turned adrift without pension or remuneration for his wounds? His answer startled me not a little. Bedad, Sir, I'll spake the truth this time anyhow, av I die by it; be my sowl, then, it was jist because I was *light fingered*."

I was about to fly into a furious passion at his barefaced effrontery in telling me he was a thief, when holding up his maimed right hand wanting the two outer joints of all the fingers, he peered at me through the stumps with such a ludicrous expression of native mirth, that I burst into an uncontrollable fit of laughter, which he added to by saying, "Bedad, Sur, if every man had to make his own coffin I'd be badly off, for I'd be short of *nails* for the lid."

This man was with me for about five years, and although nothing could or would ever make him a sailor, or know one end, or rope, of a ship from another, he was, nevertheless, worth his weight in gold, as the life and soul of all hands. He could play the fife and fiddle, could never utter a sentence but produced broad grins from his hearers, and his love for the pigs and poultry exceeded all bounds. He became my "Jemmy Ducks," and was invaluable in that one capacity. In the frigate more than one half of our afterguard and waisters were Irishmen, and, as such, treated pretty much as a Yankee treats a nigger.

How many rhapsodical philanthropists have I heard bewailing the cruelty practised by captains in the navy, for flogging their crews, without for one moment reflecting that twenty to one the "British Tar" whose hard fate they were bemoaning, was a confirmed thief, with not an atom of the seaman about him, and who, but for the want of men to man our fleets, would have been hanged ashore, as a far simpler way of ridding society of his presence. What could a commander do with such men? with them reasoning was weakness, advice folly, and religion a farce; and nothing but sheer animal fear of personal consequences kept them in obedience, or their vices in abeyance. Let it be remembered also, that the same stamp of man on shore, who from absolute want stole the loaf to support his own, or his children's lives, expiated, in those days, pretty often his crime on the gibbet, whilst the more fortunate naval prig was simply castigated into compulsory honesty. It is very true that the arbitrary power obliged to be given (from the very nature of their crews) to the naval commanders of these days, often led to a great deal of indiscriminate injustice, as respected the

punishments inflicted on the various moral grades of their crews, and but too often the unintentional or most trifling breach of orders or discipline in the good and able seaman was visited on his *back* in stripes, every blow of which drove love, honour, self-esteem, and probity from his *heart*, and left him the outraged victim of thoughtlessness and undue severity. He went forth branded like Cain, feeling what he was *not*, accursed of his fellow-men, and scorning the pity he might have claimed as a right. The wounds his country's enemies had inflicted were in his front, and earned in her defence, those inflicted by herself were carried as the load of Atlas, heated red hot in the furnace of indelible disgrace. This was, and ever will be, sometimes the case, where unlimited power is vested in men who, strange as it may appear, when in positions under control of the higher powers, were the submissive sycophants of overbearing tyranny.

Our commander was not of this last number, however, he was a tight hand, but instinctively knew a seaman from a lubber, an honest man from a thief, and a gentleman from a snob. But what a temper he had! it cost him a small fortune in speaking trumpets and telescopes, which he used to let fly at any offender's head who came near him when in ire; and certainly it was most providential he was a shocking bad shot, or he would have killed his game oftener than agreeable to his own feelings or his victims: however, the sea swallowed up some, and the bulwarks, guns, masts, and boats, smashed the rest, it being rather good fun to see an able seaman run and pick up the flattened speaking trumpet just hurled at his head, and walk deliberately up to the captain, hat in hand, as if inviting another blow with a better aim, and put the destroying and destroyed weapon in his hands. The captain would take it gently, look at it curiously, touch his hat to the man's bow, tuck it under his arm, slew round, and take up his usual quarterdeck walk as if nothing had happened. How he could, and did, swear *surely*—nothing gross, but very desperately wicked were his oaths; but Jack felt them as balm poured on his deserved head; compared with his quiet way, when, reflectingly angry, he would slowly observe, "Your conduct Sir, is a wilful breach of duty, and *on my honour* I'll flog you for it." His doom was sealed from that moment, and he knew it. But, oh me, if there was one object in life he hated worse than another, in a gentlemanly way of course, it was a midshipman. I heard him once say, "Mosquitoes and midshipmen were no doubt produced for some good and wise purpose; but they were nevertheless positive inflictions to nautical men—the one sucked your blood, and the other exhausted your temper; and though too annoying to be allowed to live, they were too

insignificant to kill." And I can safely say, the presence of a let loose menagerie could not have inspired me with more terror than the near propinquity of our tall commander when his steam was up to the high pressure pitch.

ON THE WAVE LINE THEORY, BY JOHN SCOTT RUSSELL, F.R.S.

A second paper on this subject was read at the Institution of Naval Architects. After re-capitulating the chief portions of his first paper which appeared in our June number of last year, Mr. Russell said "the first inquiries to be made were,—what became of all the water which a ship removed out of her way? and how did it get out of the way? In prosecuting these inquiries the Author had first employed a small trough or canal, a foot wide, a foot deep, and of considerable length, and began with a very simple experiment. He supported a small heap of water above the level of that in the trough by means of a partition at one end, and then withdrew the partition to see what the water would do, and found that it assumed a beautiful wave-form of its own, ran along the whole length of the channel to the end, and left the surface of the water over which it passed as still as it was before. Had the end of the trough been just level with the surface of the still water, the wave would have jumped over and left the whole of the water in the canal perfectly undisturbed. This phenomenon is known as the "solitary wave of translation." This wave would travel to an almost incredible distance. The Author had followed such a wave on horseback, and by other means, for miles. It leaves a little of itself, however, along the whole surface over which it passes.

The next fact ascertained was that, whenever the bow of a ship is moved through the water a wave of this kind is produced, and this is the "travelling" or "carrier wave," which gets rid of all the water out of the canal which the vessel has to excavate. The ship feels no more of it, for it spreads itself in a thin film all along the surface of the water ahead of the vessel—not behind the vessel, nor on each side of it—with a far greater velocity than that of the vessel itself. After having made experiments on a small scale, the Author took vessels on a large scale, had them dragged by horses, and in other ways, through the water, and by positive observations and measurement found that this was really what became of the water displaced by the bow of a boat. On one occasion he drew so large a number of boats along a canal in one direction on a certain day that the waves carried a great part of the water from one end of the canal to the other, and in the evening the water in the canal was found raised 18 inches at one end, and depressed to the same extent at the other. The velocity with which the travelling wave moved was found to depend entirely on the depth of the water.

At 3 feet deep the wave travels 6 miles an hour.

8	"	8	"
7	"	10	"
10	"	12	"
15	"	15	"
20	"	18	"
30	"	20	"
40	"	25	"
50	"	30	"

In addition to a constant velocity this wave has a constant shape, a drawing of which was exhibited by the Author. And a most extraordinary circumstance was that its form corresponded exactly with the form of bow which he had previously, and from altogether different considerations, constructed as the form of least resistance. Moreover, he found that what he had endeavoured to do in constructing that form, viz., move the particles of water gradually out of the way from one position of rest to another, the travelling wave also did; for on closely observing the water in the experimental trough under the action of such a wave, he observed that it lifted every particle of water over which it passed out of one place forward into another place, and there left it perfectly at rest. In the travelling wave, therefore, as in ordinary waves, the particles of water composing it were continually being replaced by others, while the wave itself advanced without apparent change. The foregoing facts convinced the Author that the form of bow which he had adopted, and which has since been called the "wave form," was analagous and conformable to the nature of water and of wave motion.

Like many others at first he thought that the stern of a vessel ought to be of the same form as the bow, but thought proper to undertake a series of experiments with a view of ascertaining what happened when a hole in the water had to be filled up. Where did the water that filled it come from? And how did it come? He first found that the hollow made in the water had no tendency to travel with an independent velocity of its own, but moved just as fast, and only as fast, as the body which produced it. He then discovered that the currents of water rushing into such a hollow, from different directions, met and produced a wave, which he called the "following wave," or the "refilling" or "replacing wave," and which always moved with the velocity of the ship, and had nothing to do with the depth of the water. The "following wave" also repeated itself in an endless series astern of the vessel. The Author explained that the nature of this wave required that the stern of the ship should be formed of cycloidal curves, and showed how this fact was applied in actual construction.

The Author might be asked (reverting to the wave at the bow)—what became of the water at the bow supposing he dragged the boat faster than the water could spread itself? The answer was—with only a moderate force at his disposal the boat could not be made to travel faster; but if he had force enough to compel it to go in spite of the water, the water would rise up and stand on both sides of the boat until the load had passed, and then

fall down into the hole left behind it. In a shallow canal in Scotland, where the carrier wave travelled only seven miles an hour, he had compelled a boat to go ten miles, and he found that the water had not only rose up, but lifted the boat with it, so that she drew less water than before, and actually went easier at ten miles an hour than at five. Had not railways come into fashion just at the time, the country would have been covered with little troughs, and people would have been riding on the tops of these waves in an easier and cheaper mode than by any other means then known.

After explaining the different results which are sometimes obtained at trials in the Thames, owing to the velocities of the travelling wave varying with the depths of the water, the Author described the best means of observing the wave on rivers and other like places, and then proceeded to the application of some of the principles before laid down to practice. First, he said, it was a delightful circumstance that the wave principle did not meddle at all with the form of a ship's midship section, but left the conductor entirely free to adopt any form of section he pleased. Next, it did not tie him down to any proportion of depth to breadth. It was therefore a plastic thing, and could be applied to any general form of ship whatever. The third and most important proposition was, that the wave-line prescribed the exact length of ship for every speed at which you wished a ship to go, and explains why a long ship is indispensable to speed. To go six miles an hour, your vessel must be at least 30 feet long; for eight miles an hour, 50 feet long; for ten miles, 70 feet; for 12 miles, 100 feet; for 15, 150; for 18, 200; for 20, 300; for 25, 400; and for 30, 500. The Author had himself tried to obtain higher velocities than these with shorter vessels, and he had got them, but at such a fearful waste of power that it was insanity and folly not to lengthen the vessels for the purpose. The wave-line theory also told you that the length of the bow should be to that of the run as 3 to 2. The cause of this was explained.

The lines of the Great Eastern, the Author said, were neither more nor less than an exact copy of the wave-lines. The length of the bow was 330 feet; the length of the run 226 feet; and having got this length of entrance and run, and feeling that more capacity was wanted, it was of no use lengthening the bow or the run, because there was already provision for greater speed than the 15 miles an hour which the power to be put into her could be expected to give: 120 feet of parallel body were therefore put into her amidships. The great ship might be of less fine-lines and still go with the same velocity.

There was a very valuable conclusion for practical shipbuilders to be drawn, independently of what had been stated about the lines. It was this: that proportionate length and breadth was not necessary at all for a fast vessel. It was not necessary for a fast vessel that she should be a narrow, thin, long vessel in proportion to her size. The Author had taken vessels on the wave-line principle 200 feet long, and had made them of every variety of breadth, and as long as they were 200 feet long, and had the lines belong-

ing to 15 or 16 miles an hour, so long they had gone at that velocity with a given power. Further, the resistance which a vessel experiences from the sticking of water to the skin was a most formidable element of her whole resistance; and greater velocity in proportion to power would be got out of a vessel which was shorter than another, and also broader and deeper than another, providing length enough for the velocity aimed at were got at starting.

The Author's paper next contained remarks upon the effects of the wave-line upon the stability of ships—its bearing upon the load-water line—how it affected the form of the deck—how it should affect the structure of the vessel—how vessels should be built upon it so as to have a maximum of capacity—how the various proportions of length, breadth, and depth affected resistance—how the whole form could be so managed as to properly arrange the balance of the ship—how the wave-line affected the navigable qualities of a ship—how it affected the materials of which the ship should be built—and how it influenced the properties of sailing ships, paddle-steamers, and screw-steamers respectively. But these considerations could not then be gone into. They would, however, appear in the Institution's forthcoming *Transactions*.

It was the duty of the Author, however, to say a word or two on the history of the subject, and the degree of novelty or non-novelty to which it pretended. And he begun with saying that he did not claim to be the inventor of hollow bows. They had existed as far back as he could trace steam navigation. When he had first discovered what he believed to be the principles of nature which bore on this subject, he felt that the form of vessel which accorded with them could not be new, and he set about examining all classes of vessels. He found proofs immediately; so many, that he felt astonished that the books and treatises on naval architecture had not all told them to do nothing but make hollow bows from the beginning. He showed that it must have been impossible for barbarous men to have made a rough boat from two flat planks without forming such a bow. But the old tonnage laws had compelled builders to make ships of the greatest possible capacity compatible with certain measurements. Hence the bluff bow was made a matter of necessity. When, during the wars, we captured Spanish ships or privateers with fine, and often hollow, lines below—vessels which sailed admirably under their original trim, in which they were down by the stern, we invariably found that they proved but dull sailors in our hands owing undoubtedly to the fact that we not only overloaded them with weights, but trimmed them nearer to an even keel, and so brought the bluff upper part of their bows down into the water. The boats of the London watermen illustrated the same principle. The Author next alluded to the *Vesper*, built from Mr. Ditchburn's design by Fletcher and Fearnall, in which, on coming to London in 1836 or 7, he found a confirmation of the views which he had embodied in the *Wave* in 1835. He also referred to a boat built by the late Mr. Assheton Smith, and to several other vessels built successively by himself and others.

The Author concluded by stating that the rapid advancement of confidence in the wave principle was owing very much to the British Association for the advancement of science, which had placed at his disposal large means

for the prosecution of scientific researches into this subject, and had every year enabled him to publish to the world the progress which he was making in the investigation.

The meeting was concluded by a few remarks from the Secretary, who said the meetings which had then come to an end had certainly cleared away all ground for the repetition of an assertion which had often been made, *viz.*, that the great bodies which had the control of the shipbuilding of this country were opposed to the improvement of the art. They had that week had both the presence of, and communications from, gentlemen intimately and in many instances highly connected with the Admiralty, the Board of Trade, and Lloyd's Committee, all of whom had manifested the greatest willingness to co-operate with the Institution of Naval Architects. The results which had been brought about had entirely secured the success of the Institution, if it were properly worked, and promised advantages of the highest character to the naval architecture of the country.

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

A MEETING of the Royal National Life-Boat Institution was held on the 6th Dec. at its house, John Street, Adelphi, Thomas Chapman, Esq., V.P., F.R.S. in the chair. There were also present,—Sir E. Perrott, Bart.; Admiral Cator; George Lyall, Esq., M.P.; M. Gore, Esq.; Capt. Hall, R.N., C.B., F.R.S., and other gentlemen. Mr. Lewis, the secretary, read the minutes of the previous meeting. The meeting expressed their deep regret at the lamented death of Mr. T. Earle, by the upsetting of a Danish life-boat while returning with some of the crew and passengers of the English steamer Arctic, which was wrecked, during a terrific gale of wind, on the coast of Jutland on the 3rd of October. The meeting decided on forwarding to the authorities in Denmark a working drawing of the life-boat of the Institution, now successfully used on many parts of the coast of the United Kingdom.

The following rewards were voted by the meeting to the crews of life-boats of the Institution for their laudable exertions in saving life from shipwrecks during the recent stormy weather:—6*l.* to the crew of the Hauxley, Northumberland, life-boat, for saving the crew of five men of the schooner Susan and Isabella, of Dundee, on the morning of the 23rd Nov. last; 7*l.* 10*s.* to the crew of the Newbiggin life-boat, for putting off and rescuing the crew of three men of the schooner Rose, of Lynn, on the same day; 6*l.* to the men who manned the Filey life-boat, on the morning of the 10th Nov., and saved the crew of five men of the brig Flying Fish, of Whitby; 20*l.* to the crew of the Lyme Regis life-boat, for going off on the night of the 14th Nov. last, when it was pitchy dark, and during a fearful gale of wind, and saving three men from the smack Elizabeth Ann, of that port; 14*l.* to the crew of the Middlesborough life-boat, for saving, on the night of the 2nd ult., eleven men from the brig Prodrums, of Middlesborough; 11*l.* to the crew of the Yarmouth surf life-boat, for putting off and saving, during the night of the

18th Nov., when it was blowing a heavy gale of wind, the crew of five men of the schooner Admiral. Hood, of Rochester. The Newhaven, Sussex, life-boat, had also rendered important service in bringing to a place of safety a steam dredge with nine men on board during a heavy gale of wind on the night of the 14th Nov. last.

Payments amounting to 90*l*. were also made to the crews of the life-boats of the Institution stationed at Yarmouth, three times, and Palling, in Norfolk; Walmer, Kent; Seaton Carew, Durham; and Teignmouth, Devon, for putting off in reply to signals of distress from ships, but which had either got out of danger or had their crews rescued by other means.

Captain Tudor, R.N., who had for a previous gallant act in the Wick life-boat, received the silver medal of the Institution, was presented with its second service clasp for his recent intrepid services in saving two persons from the Martha, of that port.

The thanks of the Institution, inscribed on vellum, were also voted to Mr. Samuel Clarke, pilot, of Teignmouth, for his general valuable services in the life-boat of the Institution at that town, and in other boats, in saving life from wrecks. Several other rewards were voted for laudable exertions in saving life on the Irish and other parts of the coasts.

It was reported that Miss Burdett Coutts had presented to the seamen at Sunderland a life-boat transporting carriage, built on the plan of the Institution. She had previously generously presented them a life-boat.

Admiral Cator stated that the barometer placed by the Duke of Northumberland at Cullercoats had been of the greatest service to the fishermen of that village. They had recently observed it falling when the weather was calm, and when they were preparing to go to sea. A few hours afterwards a fearful gale of wind sprang up, in which they believed every one of them would probably have perished had they gone to sea, as they assuredly would have gone, in the absence of the barometer, when it was fine. It was decided that 1,000*l*. out of the small funded capital of the Institution should be sold, to meet the heavy payments on its numerous life-boat establishments. Payments amounting to 1,220*l*. having been made on various life-boat stations the proceedings closed.

SELF ACTING SHIP'S PUMP.

At the Monthly Meeting of the Royal Mersey Yacht Club in December, Mr. R. Formby, of Liverpool, exhibited a model, showing the application of his apparatus to the working of a ship's pumps, thus superseding manual labour. The power is obtained from the action of the water upon a small screw, either when the ship is underway, or when she is at anchor in a stream or tideway. The screw is towed by the ship by means of a chain, formed of rods of iron joined together, the communication being continued by a jointed shaft along the vessel's bulwarks. The action of the water causes the screw to revolve with astonishing power, giving rotary motion to the chain and

shaft. On the end of this shaft is a crank, working between two uprights, which is connected by a rod to the lower limb of a bell crank, about six feet above the deck. This bell crank works the pumps by means of a rod, which connects its upper limb to an upright arm, springing from the cross head of a pair of pumps. As the screw never tires, the pumps may be kept working continuously at their full stroke, thereby shewing a great advantage over manual labour. The apparatus may be easily and quickly thrown into and out of action, so that the officer of the watch has complete control over the working of the pumps.

Editor's Locker.

THAMES SCHOONER MATCHES.

London, December 10th. 1860.

SIR.—Every yachtsman must regret that the Royal Thames Yacht Club cannot get up satisfactory Schooner Matches, although good prizes are offered, and it would afford pleasure to the owners of such craft if some of your readers would suggest to the Sailing Committee of that Club some plan likely to relieve them from the dilemma in which they seem to be involved. Almost every one with whom I conversed consider a system of handicapping would be fair to all parties. Previous to the last Royal St. George's Regatta I was informed that several calculations were made to place the several yachts on an equality. Now, Mr. Editor, if you can get a copy of that to insert in the Magazine, prior to the forthcoming season, you will confer a boon on Sailing Committees in general, as well as aid that of the Royal Thames in adding to the pleasures of the members.

I am, &c.,

A SCHOONER SAILOR.

ON MEASUREMENT AT REGATTAS.

Dublin, December 19th. 1860.

SIR.—During the last season I attended several regattas, and that with an intention of having a trial for some of the prizes, but finding a diversity of methods in the measurement of yachts, I would not be put to the inconvenience of being frequently overhauled. Other yachtsmen, not cup-hunters, complain of the same trouble, therefore, unless something definite is speedily come to, owners who keep yachts for pleasure, and desire to have a little excitement now and then, will keep away from regattas, and then the racing shells can have it all to themselves. If the Royal Squadron, or Royal Thames, or any other Royal is in possession of a good and substantial mode of measurement, why not make it general?

Yours faithfully,

CLEWLINE.

NOTICE TO CORRESPONDENTS.

The review of the "*Treatise on Practical Yachtmanship* in our next."

All communications must be addressed to the Editor, 6 New Church St. N.W

HUNT'S YACHTING MAGAZINE.

FEBRUARY, 1861.

YACHTS AND YACHTING.*

BEING A DESCRIPTION OF THE BUILDING, MASTING, RIGGING, SAILING AND
GENERAL MANAGEMENT OF YACHTS.

CHAPTER XV.

WE will assume that a yachtsman has had a vessel built by one of the best builders of the day; a man of high reputation and approved practical skill; that she has been modelled according to the most approved and correct principles for ensuring an able, comfortable, and fast vessel; put together in a style of workmanship, and with materials calculated to ensure strength, permanence of form, and durability; that she has been coppered with the best material and in the most skilful manner; launched successfully, sparred with the finest sticks that money could procure; rigged in a manner and with such manufactured materials as to defy criticism; a suit of sails bent that place the most fastidious connoisseur at fault; her internal fittings a marvel, her boats faultless; she is under the command of a sailing master possessed of all the requisite acquirements, having a name amongst his fellows for skill, seamanship, and daring; is manned by a splendid crew of picked yacht sailors, and in fact money has been expended with a lavish hand in order to ensure success. The yachts-

* Continued from page 9.

man takes two or three cruises in her and is delighted; she is every thing he wishes for, all bills are discharged, she is his own, clear of builders and riggers, and he pronounces her *a success*. Well, he goes a fourth cruise, and it is discovered that she gripes a little, and her skipper recommends that her fore-foot shall be rounded off a bit; so she is hauled up on the builder's slip again, and the necessary alterations made: it don't do however, the next cruise her windward tendency is as strongly developed, and the captain declares his arm is nearly torn from the socket with the weather helm she carries; it is a good fault though he asserts, and a little further alteration will remedy it, she must have a longer bowsprit, that's all! So in she goes for a new bowsprit five or six feet longer than the former one: out she cruises again, and this time she is nearer the thing, but the jibs are too small for the new bowsprit; the sailmaker is consulted, and the pros and cons of an additional cloth or two discussed and agreed to. Then it occurs to the skipper that the clews will be too high, or the sails will look patched, which would never do for a fine new vessel, and the yachtsman pooh-poohs the idea of patched or ill-looking, sails; so new jibs are ordered forthwith.

Her next trial is in smooth water with a gentle bréeze, and she does nicely, all is now declared right: some days after she goes out for a sail and falls in with a fresh breeze, her skipper keeps her going at it close hauled, in order to exhibit her good qualities to her owner, when to the surprise of both she buries her head bodily in the seas, and gives her crew a pretty considerable dose of green water fore and aft; but her astute commander declares it to be nothing of consequence, although he hears the crew pretty audibly anathematizing the blessed *hooker*, shrugs his shoulders, gazes aloft and alow, puts on his wisest look, and says he will make it all right when he gets back to moorings,—“she is only a *leetle* by the head, that's all!”

So accordingly next day, at moorings, the cabin platforms are taken up, the ballast which the builder very properly concentrated as much as possible, is re-stowed and spread well aft under the ladies' saloon, so as to bring her by the stern and lift her bows out of the water; this does very well in cruising for the next day or two, the owner thinks he has got a deuced smart clever skipper, and accordingly determines to have a run to Cherbourg, or some other foreign port now that he is all to rights, and determines to be back

just in time for the regatta, and perhaps his maiden cup. The morning is fine, with a fair wind; the new clipper slips away at a grand speed; "reeling twelve of 'em off if she's sailing an inch!" exclaims the skipper. "We'll show some of them the way when we get back, I'll warrant!" ejaculates the mate. "Go it my little beauty!" "A splendid vessel indeed, my dear Robinson!" chime in two or three friends, who make the cruise enjoyable, and Robinson makes it 12 o'clock: the steward comes up in his neatest attire, the slender stemmed crystal goblets are filled to the brim, and success, and, no end of cups, are voted to the gallant Robinson and his beautiful yacht, the Merrythought. The day thus passes merrily away, night approaches, looking fine, and with a rattling breeze; as it increases murky-looking clouds make their appearance, and the wind heads her a bit, but she can just lie her course, and as she is within a few hours' sail of her port, it is not worth while reefing; added to which Captain Burlybounce is rather glad on the whole to have an opportunity of showing the gentlemen what she can do, and how well he can handle her;—now the weight of the squall is upon her, he wont luff,—not he! over she goes at an angle that rather astonishes the gentlemen, and compels them to hold on with the tenacity of grim death to the weather bulwarks:—" 'Tis a jolly breeze—worth going a thousand miles to enjoy!" is the chorus, Now comes another squall heavier than the previous one, over she goes again until her lee side is buried up to the skylight coaming, the boiling surf covers her decks, banging amongst the spare spars, tumbling over the skylights, popping sportively in gallons down the companion, floating the coiled falls about, and damping all hands pretty considerably:—"Don't you think Burlybounce——" faintly ejaculates her owner, but what he would suggest sticks in his throat, for just at that moment Burlybounce finds her running off her helm in the most unaccountable manner, and sings out lustily to "Let go the fore halyards, and stand by the jib sheet!" and round accordingly she comes. The gig has been stowed on the side she was weak on, and the skipper determines to try her on the other tack, until the squall ceases a little: his mainsail is new and he does not like to reef it, and—and—he does not like that running off the helm, that's a fact. What a mess he would be in if he got inshore and she would not work with him; so he says he'll work her to windward of the harbour a bit to make sure of it, as the night is

getting dark ; but lo ! the other tack is no better,—lee helm she must have to keep her on her course, and lee helm accordingly her puzzled skipper gives her, although with a sadly troubled spirit.

The weather has now become settled down for a blow, and the wind drawing is dead off the land too, so Burlybounce and his mate hold whispered hurried conference accompanied by many shakes of the head and winks of the eye, and it is resolved to make the Merrythought snug for the night, “for it looks uncommon dirty up to wind’ard, sir !” The owner and his friends therefore betake themselves to the cabin and the care of the steward, (unless they happen to be what they ought, regular hard-weather rough-and-take-it yachtsmen,) when all is right on deck, and the vessel underway again, the skipper descends to the cabin, where he finds his master, with his feet against the lee sofa, and his shoulders against the weather one, in as nearly a perpendicular position as possible :—one friend in endeavouring to establish himself securely has grasped at the swinging table, whence oh frail support ! he finds himself on the top of his head in the steward’s pantry. The second has torn away the berth rails in the ladies’ saloon, in frantic attempts to steady himself, and another make himself comfortable on the state cabin platform amongst carpet bags, boots, and the debris of a wash-hand basin ; chaos on the deck, chaos below, the wild winds whistling and howling dismally, the sea swashing mournfully about the vessel’s sides, and breaking with heavy monotonous “thuds” against her bows and upon the deck ; the crew hurrying to and fro, now a heavy jumping overhead, then a pause, a rattle of gear and two or three blocks come down with a bang that make the teeth of those below chatter again ; then there is a hoarse order from the mate, who is at the tiller to “trice up the main tack well, and lower that ’ere for’sail again !” The skipper has been meanwhile framing a nice little speech, but does not know rightly how to begin it, until the last order of the mate wakes him up sharp,—“Please, sir, I think we had better run her off the land, I don’t half like the look o’ things, and with all our new gear, and ropes not running freely through the blocks, and one thing or another we might get into a difficult mess yonder.”

“Well, Burlybounce you know best of course—but what do you think of our getting back to Cowes !”

“Well, sir,—I think its the very best thing we could do:—we’ve

a fair wind back, and its ugly work about this French coast here if you're not used to it!"

Away bounds Burlybounce, two springs and he's on deck, where in sonorous tones resound the orders "Out main sheet—up helm!" In a moment she is upright,—so Robinson assumes the attitude Nature designed for man, friends one, two, and three crawl out of their retreats; the steward comes grinning in like a well fee'd family physician, and prescribes a mild course of *Vieux Cogniac* with *Aqua fervefacta*, which his patients undergo with singular resignation, gravely assuring them at the same time "that during twenty years experience at sea, he has always found some sort of weather this time o' year!"

But if ever Burlybounce had a trial of his powers as a helmsman it is now that she is before the wind: she yaws about after a fashion that makes all hands stare; now she takes a range and threatens to come up to wind in spite of him, then she falls off again with a sweep that bids fair to gybe the mainsail; she is more by the head than ever, whilst her stern is up in the elements, and the mate scratches his head in puzzled perplexity and vows she "pawls him!" Next morning safe and sound at moorings again, the skipper and all hands have hit it this time, its all in her mast—"they said so from the first day they sailed in her—her mast must be shifted!" Accordingly into the builder's hands she goes again, "there is just time to do it before the Regatta, and with this alteration there wont be a finer vessel afloat, besides its a common thing with yachts, scarcely one ever was built that hadn't her mast shifted after she was sailed a bit!" Poor Robinson looks cheerful, supposes its all correct, and strives to hope that he'll be the crack boat of the season after all.

The eventful day of the Regatta arrives, and the Merrythought, under a mountain of canvas, is the cynosure of all eyes—"The new yacht, the new yacht!" echoes around. "I know Robinson, capital fellow and a thorough yachtsman—the other fellows hav'nt a chance with him—she's a splendid vessel, swift as the wind—cost him £3,000—she must win!"

The starting gun is fired, away go the fleet of racers, but the Merrythought will not "come to the front," on the contrary she exhibits rather a modest retiring tendency, and falls bashfully astern; another half hour, and she evinces a desire for solitude, giving at the same time evident symptoms of a weak constitution, for when—

ever a stronger blast than usual strikes her as she is close-hauled, she yields to it without a struggle, and when down remains there for a moment or two as if to regain her strength : eventually the race terminates with the victory of a veteran, and the Secretary's list has upon it opposite the name of the Merrythought, John Robinson, Esq.,—not timed. Next day J. Robinson Esq., is convinced by unmistakeable demonstrations that his vessel has not only been over sparred and over canvassed, but that her mast has never been in the right place at all.

Now, good reader, you may probably exclaim, " what is the use of telling us all this about what must have been a very bad vessel?" On the contrary, a very excellent good vessel I do assure you. I do not for one moment mean to say that as a general rule vessels at the outset behave in the manner I have endeavoured to describe, this would be doing a very great injustice to our excellent yacht builders indeed ; but that many instances do occur I am perfectly aware, and that yachtsmen are sadly hampered and annoyed, when by a little application on their own part they might be enabled to secure at the commencement comparative impunity from a source of annoyance that has often driven good men off the water.

I have assumed in the imaginary case just stated that a yachtsman has gone to an excellent builder; given him *carte blanche* to build him a vessel as soon as possible, as he wants her for the ensuing season. The builder's yard is full of work, the order was given in a hurry, and must be done in a hurry, for the money is waiting; so he gets her from the builder in a hurry, steps on board in a hurry, and don't bother his head further, and if she does turn out as I have stated he may thank himself entirely for it. If he does not take the trouble of investigating the working drawings of the vessel before ever a chip is splintered, and goes through them carefully, seeking for full explanations on every point that he does not understand most clearly, the chances are that he may get a very fair vessel—perhaps a very bad one, but most certainly he will rarely get a brilliantly successful vessel, unless he evinces his interest in such success, by close application to every detail calculated to ensure it. By working drawings I mean somewhat more than the mere stereotyped set of half-breadth, sheer, and body plan affairs, indifferently designed and as badly executed, which some artificers delude their victims with ; or the wonderful models carved out of a solid block which profess to be

correct delineations of what the sculptor appears to be incapable of putting upon paper. The various requirements that a really good vessel has to fulfil cannot be dashed off in half a dozen strokes on a sheet of double elephant; neither can the butt end of a kindly grained pine log be converted with chisel and sand paper into a model that shall combine all the properties that salt water likes, merely from intuition of the eye alone. There are certain Mathematical and Geometrical principles that must be deferred to, and which if neglected, will as certainly ensure failure.

There is no more fertile source of disappointment in the success of a vessel, than the misplacement of her mast or masts; I have endeavoured in recent chapters to draw attention to the fashioning of sails, and in connection with that subject I will endeavour to arouse equal attention to the no less important detail of the stepping of masts;—for I believe at the present time that more of the disappointments connected with good looking and well built vessels, may be, and are, traceable to the want of studied detail in the placing of, and proper length of the spars, and the consequent regulation of the spread of canvas. It is a common thing to hear sailing masters of yachts exclaim whilst a vessel is on the stocks, “Oh, sir, don’t cripple her in spars and canvas, we’ll make her carry them never fear.”

Many a good little bark has been ruined by this very system of not *crippling* them in spars and canvas; for between overwhelming spars, clouds of canvas, and tons of lead, the only wonder is that they were able to live through a cruise or race at all. I am certainly not an advocate for restricting a vessel through any craven idea of danger, but there is a bound which once overstepped violates the principles of science and the experience of practice.

The subject of flat standing sails has been so frequently discussed, that I trust my renewing it will not be deemed a tedious repetition; the question as to the proper stepping of masts is one that I consider has been too much neglected or made quite a matter for secondary consideration: how often do we see a vessel built and her decks laid, before a word is spoken about a sail draught. Now a correct sail draught has more to do with the masting of a vessel than many people are willing to admit; and why will they not admit it? Because unfortunately we are some of us great sticklers for that noble science called the “rule of thumb,” and because vessels with bluff bows and their masts stepped according to that rule, and did well, all ves-

sels built according to modern rules must necessarily be masted so likewise. It is all very well to take for example a vessel of equal or nearly equal size, and similar lines, and that has been found of superior performance, and mast, according to her proportions; but to make it a general rule for all, irrespective of difference of form is absurd. The centre of effort of the sails, taken in relation to the centre of displacement, centre of gravity, and centre of longitudinal section, should be the principal guide to the correct position and proper dimensions of a vessel's spars.

Fatal Accident to Captain Barton.—An accident of the most horrible character occurred on the 19th of January, under the following circumstances:—The steamer Emerald belonging to Southampton, Isle of Wight, and Portsmouth Steam Boat Company, left Cowes Pier at 3h. 30m. p.m. having on board among other passengers, Captain Barton of the Zouave schooner, 105 tons, R. Arabin, Esq., R.Y.S. Captain Barton was conversing with a gentleman about seamanship, standing at the time amidships, near to the engines, the skylight covering to which was about half open. Captain B. in turning round somewhat quickly staggered and fell back, falling partially on the engine and through the open portion of the skylight which had been raised for ventilation. The crank working over, caught Captain Barton, and dragged him through the framing on to the cylinder cover. This was the work of an instant, and the machinery revolving once, literally tore the unfortunate gentleman to pieces. The engineer with great promptitude stopped the engines dead, throwing them out of gear, on seeing the skylight darkened and hearing the one wild shriek which the unfortunate man gave. So quickly was the machinery stopped that only half a turn was taken after Captain Barton fell through. The remains were eventually gathered together, sewn up in a blanket, and afterwards landed at Ryde, where the much lamented gentleman resided. The fatal occurrence took place off Old Castle Buoy, near Norris Castle, and Osborne House, East Cowes. Deceased was between forty and fifty years of age, and leaves a wife and seven children to lament his untimely end.

An inquest was held on the Monday following when a verdict of "Accidental Death" was recorded, the jury at the same time expressing an opinion that no sufficient protection was provided to prevent such accidents occurring when the skylights were open.

[This awful death has left a large family in need of assistance, and we hope a committee will be formed of yacht captains to carry out a subscription for its benefit. They may depend on our services.—ED.]

CRUISE TO THE NORTHERN LOCHS OF SCOTLAND.*

ON leaving Eilean Donan we passed by a small island, marked in the chart "Eilean Tiornan," which being translated, means,—an island destitute of water, and utterly sterile,—which appears to correctly describe it. To the north of it is "Ob Drabhaig," or bay with a muddy and foul bottom, the entrance to it appears to be very strait and shallow, we therefore gave it a wide berth. Proceeding up Loch Alsh we passed Glas Eilean—or Grey Island, from which we made a long tack, which brought us close upon "Sgeir na Cailleach,"—or Old Woman's rock,—situated close upon the embouchure of Kyle Rhea. It stands out some distance from land and is submerged three feet at high water. There is a beacon upon it, and it is an important guide to the navigation of the locality. It is also remarkable as having been the scene of an extraordinary feudal conflict. When the Macdonnell's were returning to Loch Hourn, after a successful raid on the Mackenzies, led on by the young chief of that clan, and supported by his cousin, the famous Allan Macdonnell, of Lundy.—who rejoiced as well in the cognomen of "Allan of the Red Jacket," from the circumstance of his having worn on all important occasions a jacket of scarlet plush—(did Garibaldi take a hint from that circumstance) they were attacked by a party of the Mackenzies, headed by Hector Mackenzie of Bealey—who were concealed behind the Cailleach rock in a boat, armed with two cannon. They watched the approach of the Macdonnells, and recognizing the galley, on board which was the young chief, and which happening to take a course within a range of their guns, a few fathoms from the rock, they brought one of the cannon to bear upon it,—and in another moment a second; both of which proved fearfully destructive. In the panic and confusion of the moment the helm was deserted, the oars ceased to ply, and the galley was driven with great rapidity by the tide, then rushing in full force out of Kyle Rhea, on to Sgeir Cailleach, when a hand to hand fight took place;—and the young chief of the Macdonnells was pierced to the heart.

Allan with the Red jacket, after having performed prodigies with his broad sword, perceiving that he must be, at last, overwhelmed by his assailants,—and that his clansmen were all slain, made a dexterous feint and plunged into the sea, on the surface of which he did not make his appearance until some distance from the rock,—he was ashore before the Mackenzies, and being wonderfully active and swift-footed, was soon beyond their reach. The Macdonnell's subsequently, made fearful

Continued from page 19.

reprisals for the death of their young chief—but as they have no reference to the Sgeir Cailleach, we must proceed.

It was night when we dropped anchor at Kyle Akin, to which place, being a postal village, we had arranged that letters should be forwarded. On the following day we went ashore with a view to purchase provisions, but were unsuccessful,—the “Flesher” being absent. We were informed that he was gone to see his friends, and that there would be no butcher’s meat procurable until his return, in about a fortnight ! We were recommended to apply to an auld wife, who kept poultry, who, we were told, might probably supply us with some fowls, but we were again unsuccessful. She had only very old and very young ones; the former she declined to sell, and we were disinclined to buy them, had it been otherwise. The latter she informed us we might have at harvest if we were passing that way. We then endeavoured to procure some loaf bread, but were once more unsuccessful, there was none in the village and none was expected until the arrival of the next Glasgow steamer. Whilst at anchor the yacht’s crew occupied themselves with fishing from the deck, and were rather successful, having caught an eel five feet two inches long, a ling about four pounds weight, several large lithe, and smaller fishes, which they cleaned and dressed, *secundem artem*, and stored in the salting-tub, for future use.

Having decided to remain at Kyle Akin for the arrival of the post, we took the opportunity to improve our acquaintance with that land of romance, and to obtain additional knowledge of the locality.

Kyle Akin and Kyle Rhea according to a popular legend, acquired their names from two brothers, Akin and Rhea, whose gigantic proportions were such as to render ferry boats unnecessary so far as they were concerned. Whenever they desired to cross from the mainland to the Isle of Skye they made a short affair of it, by leaping across the Strait. Many extraordinary feats of their strength are recorded in the legendary annals of the neighbourhood ; amongst the rest a piece of rock is pointed out in Glenbeg, which one of the giant brothers threw at the other in the heat of passion—it is supposed to weigh about 50 tons ! a striking proof of brotherly affection it might have been, had it hit him. They died, it is said by some, in battle, and by others that they were drowned, but all agree that they did die, and that they were buried under a mound of earth, in a small valley near to Kyle Rhea, known as Imir-nam Fear Mora,—or the Grassy Mound of the Great men, which until some years ago had been left undisturbed, from a superstitious dread of awful consequences predicted to those who might disturb their remains.

It is stated in the New Statistical account of Argyllshire that some

few years ago a party of gentlemen, braving all consequences, determined if possible, to solve the mystery. On removing the earth they discovered in two Sarcophagi, formed of large flags, bones of extraordinary proportions, the greater part of which when exposed, crumbled into dust. The under jaw of one was in sufficient preservation, however, to admit its being applied to the corresponding part of the face of a very large and fat person, one of the party without touching—being at the extreme points nearly 12 inches apart, from which may be inferred, that there really were giants in those days,—or that those immense grotesque heads presented in pantomimes have a substantial origin.

There are persons, however, in whom the organ of wonder must, surely be very small, who discard the marvellous origin of the names of the two Straits, and assuming better knowledge and information than the natives themselves, will have it that they originated in commemoration of Haco, king of Norway, who in an expedition to Scotland passed through the Straits, from which circumstance one was called Kyle Rhea, or King's Kyle,—and the other Kyle Akin,—or more properly Haken—which version may be right, we leave an open question, whilst we proceed to the Castle Moil:—an old square keep, built, it is said, by an old Lady, and not very amiable, if we may judge from the fact of her having acquired the name of “Saucy Mary”—her real name being Mackinnon.

She appears to have assumed the right to exact toll from every vessel passing through the Straits, and the better to enable her to enforce her demands she caused a chain to be passed from one shore to the other—in proof that she did so, a hole in the rock is pointed out, where one end of the chain was attached. She is said to have kept a constant look out for the arrival of vessels—which were on approaching, warned by a blank discharge from a gun, which if the vessel was not promptly hove-to was followed by another, not intended to be quite so harmless; when up went the chain, and it was not let down until her ladyship's demands were satisfied.

Kyle Akin was originally intended by the proprietor of the land, Lord Macdonald, as a sea-port: a small harbour was built, and a number of houses, but the speculation proved unsuccessful—being only occupied by a small colony of fishermen too poor to pay for the accommodation.

We left Kyle Akin on the 13th July, for Portree, with a fresh and fair wind which gradually increased, and when off Sliegigan it became very squally—rendering it necessary to reduce sail considerably; we had a remarkably quick passage to Portree, the distance 24 miles being done in two hours and a half.

When going up the Sound of Raasay we met a small fleet of herring boats going out, in a little gale of wind, but were driven back into the harbour of Portree about one hour after our arrival there. We had again an opportunity of witnessing the skilfulness with which they were brought in, and dropped into their moorings. The gale continued, and the sea was so much disturbed that we could not safely go ashore.

The following morning the weather had so much improved that we were enabled to leave the yacht. We were more fortunate in replenishing our larder than we were at Kyle Akin, having procured a good supply of mutton—that unvarying Highland comestible, and a large supply of loaf bread, the baker being in full force, it being Saturday, and the great baking day. In the evening about 8 o'clock we turned out for a walk, and had a pleasant excursion in the neighbourhood, which greatly improves on acquaintance.

On the following day we sailed to Holm Island, about seven miles from Portree, where we anchored and went ashore at a solitary fishing station, and engaged one of the fishermen to accompany us to the Storr Rocks. The ascent is a fair trial of one's physical condition, but was accomplished without any material difficulty or inconvenience. From the sea to the highest point of the rocks is said to be 2,300 feet; and to where we reached, was probably, 2,000 feet. The effect from the distant position where we then stood, was exceedingly striking and delusive.

Stupendous masses of rock having become detached, in groups of extraordinary form, and dimensions, presented remarkable resemblances to castles, towers, cathedrals with spires, and other characteristic features. It is probable, that if seen as we saw them, an artist, even, unless informed that they were only rocks, might not discover the fact, the illusion is so perfect. When we saw them the sun was behind them, and had cast them into the shadow of the more elevated rocks, and the haziness of evening assisted the effect. We then visited a remarkable cascade, making two descents perpendicularly before reaching the sea. The highest fall being from an elevation of at least 1,000 feet, and issues from a cleft in the rock, from which it rushes with so much force leaping probably about 100 feet, as to leave a passage upon a ledge of rock under the fall wide enough for a person to pass.

Our walk back was by the sea side, on cliffs about 1,000 feet above the sea, and so perpendicular in some places, that their base could not be seen. Whilst ascending and descending we observed many tracts of land, which bore evident signs of having been once cultivated, and many sites on which our guide informed us human habitations had once existed. Now all is dreary desolation—no signs of human life, and

nothing heard except the bleating of sheep,—the former inhabitants having been evicted, or may have emigrated. We returned to Portree the same evening.

We left Portree about 8 o'clock on the morning of the 16th of July, with a light but fair wind, which freshened about noon, and the square sail was brought into requisition, when we bounded o'er the waves most delightfully. As we approached the Ross-shire coast the breeze slackened, but early in the evening we made "Summer Isles" a perfect labyrinth of islands of various extent, and as barren and repulsive as needs be. One only is said to be inhabited. The most important is Priest Island, which we were greatly perplexed to make out, there being so many and so near to each other, two or three seemed as one, however, by close observation, and comparison with the Admiralty Charts, we got over the difficulty, and proceeded on our course to Loch Broom. As we neared Priest Island the wind fell off, which considerably retarded our progress. We were towed by the yachts' boat into Ullapool, which appeared to advantage, under the effects of a beautiful sunset, and the gloaming of evening. We dropped anchor close under the village, near to a small harbour, in deep water, about 8 o'clock, having accomplished the distance, about sixty miles in 12 hours. Our first impressions of Ullapool were favourable, but closer acquaintance materially changed our opinion of it. There is a frontage of houses or other buildings facing the harbour, extending to nearly half a mile, backed by other of lesser importance. There are a Parish Church and a Free Church, with schools attached to each. The Free Church we were informed, is attended by the entire population, with few exceptions;—in fact the Established Church in the Highland districts, may be regarded as deserted.

From our own observation, and from information received we ascertained that the village exceeds in extent the requirements of the people; that imposing as it appears, from the bay, it only serves to shelter a population without adequate means of procuring sustenance.

The town was projected about a century ago, by the "West of Scotland Fishing Society," and appears to have been laid out on an absurdly extensive scale, when it is considered that the place and its inhabitants, had to depend for support almost entirely on the herring fishery, which is ever an uncertainty, and could not furnish employment except during a few months in each year. Besides which, although the Society might build houses, they could not compel the people to occupy them, and they, themselves, prefer to live in the heather covered clachans of their forefathers, which are very numerous, and may be seen in all the bays,

and along the coast conveniently situated for the pursuit of their calling. Consequently, many of the slate-covered dwellings provided by the Society, were only partly occupied, some were left unfinished, others have become ruins.

It is said, however, that the population has of late years increased, and that there is a general improvement in the condition of the people, and that many of the formerly deserted habitations, have been recently completed, and are now occupied. Much of the improvement may have resulted from the convenience afforded by steam vessels, which occasionally call there, causing an additional traffic in the produce of the land. If the town had had to depend entirely on the produce of the sea, it might yet have remained a deplorable evidence of the futility of the scheme, from utter miscalculation of its promoters. Although the hills abound with sheep, and oxen, we could not purchase the smallest portion of beef or mutton in the town, except by engaging to take a large portion of a sheep, to procure which the "Flesher" made a special visit to the hills. On the following morning he brought us the hinder half, which we found very satisfactory as regards quality, but the price asked for it, and paid by us, would in all probability leave the remainder of the sheep clear profit to the "Flesher".

Several boats came alongside, offering fish for sale, which our arrival had probably stimulated them to procure. The supply was scanty, and of inferior description and quality, but, being desirous to encourage them, we purchased the whole of the fish offered to us, at our own price, which probably exceeded what the sellers expected. On receiving payment for it, they looked with lively curiosity and evident satisfaction, at the "siller" to which they seemed to have been strangers for some time previous.

Ours being the first yacht which had visited Loch Broom since the previous season, our presence was very agreeable, and caused quite an excitement. Several parties of the natives came alongside out of curiosity, and rowed round and round the yacht, making observations, in Gaelic, as they passed, which were overheard and understood by a part of our crew, and on being interpreted to us, we learned that they had expressed a desire to come on board, which we at once permitted, and our acquiescence gave evident satisfaction.

One of our visitors invited us in return to visit his cottage, and pull strawberries, which we accepted. In the evening we availed ourselves of his politeness, and consumed no inconsiderable quantity, for which he declined to receive payment. The auld wife too, put us under an obligation by presenting us with one of a lot of hens, which she observed

had attracted our attention, from their exceedingly curious plumage. The original stock, we were informed had been brought by a sailor from abroad, they believed from Turkey. Although it might be a "Turkey hen," it certainly ought not to be classed with the "Norfolk turkeys." The old lady declining to accept its money value—we presented her an equivalent in a packet of Tea, accompanying it with one of Tobacco for her husband man. We parted with mutual good wishes ; on our part: that they might pleasantly remember us when enjoying the Bohea and Pig-tail; and on their parts, that we might have "fair winds" and "God's blessing."

We had the satisfaction to present to several poor old creatures small packets of tea, or tobacco, who will, no doubt think of the strangers with grateful feelings when far away. A person brought to the yacht, some peculiar wood for sale, which he had procured from the remains of a forest, in the Isle of Martin, adjacent to Loch Broom: called by the natives "Candle-wood", which is often employed by the poorer classes to illuminate, as well as to warm their dwellings. The wood appears to be that known as Pitch Pine, the fibre being partially decomposed by age, and the tar or resinous matter being less perishable, having remained in the wood. A piece of it, the diameter of a candle being lighted and placed erect, burnt with considerable brilliancy for some time. We found it a most desirable article for the cooking stove, being readily ignited, highly combustible and giving out an extraordinary amount of heat.

The morning after our arrival at Ullapool, we sailed about four miles up Loch Broom, which was as far as appeared to be safe, there being a shoal about one mile from the extreme head. We had however a good view of the scenery of the loch, which although pleasing in character, does not present any remarkable features. The lower part of the loch is deep, and free from rocks or shoals. Fish were very scarce, few we were informed having come into the loch. After the arrival of herrings there is an abundance of every description, which follow to feed upon them, they are then in high condition, and an abundant supply is easily procured. So plentiful were herrings a few years ago, that a sufficient number of hands could not be procured to clean and prepare them, and even if labour had been obtainable, salt and barrels could not have been provided. Enormous quantities were sold at the extraordinary low price of half-a-crown the cran, which contains an average of 800 large, or 1,000 smaller herrings—or about three-pence per 100. Many could not be got rid of at any price, some were used as manure.

The herring season commences about the end of August, or begin-

ning of September at Loch Broom, previous to which, fishermen go to wherever they chance to hear of their appearance. Poor fellows ! theirs is a precarious and laborious occupation, and is often very inadequately remunerated. One boat returned to Ullapool whilst we were there, the owner of which informed our skipper that when he left some weeks previous, to seek for fish at Stornaway, in the Island of Lewis, he was in possession of £15; that he arrived there at an unfortunate moment, and was unsuccessful. He tried another place, and was again unfortunate, his capital being exhausted he was under the necessity of borrowing money to enable him to return to Ullapool. Another fisherman had been more fortunate, having arrived at Stornaway at a lucky moment, and had realized a considerable sum. A fisherman's life is attended with great risk as regards property, as well as life, and very few are able to lay up a store for old age, their boats and nets being often destroyed by storms, and it is seldom they can replace them.

SKETCHES ON NAVAL LIFE.*

BY AN. OLD SALT.

CHAPTER VI.

[DEAR MR. EDITOR.—In my last yarn I said that my countrymen, *generally speaking*, did not make as good sailors as the English and Scotch, which luckless remark has brought down on my devoted head, a somewhat severe censure from more than one Irish friend who know my real cognomen.—Well, as the gentleman in the following pages told my dad, “I’ve made it and I’ll not withdraw it,” but I will do it more true justice than I did before, by saying that my observation referred only to that peculiar neatness and quickness in the *manœuvring theory*, (excuse the Bull) of the seaman’s calling, in which we never could compete with the other two; but in the courage that never shrinks from perils by sea or land, whether in fighting a ship or storming a fort, history renders it uncalled for on my part to say, that Pat has ever been a front rank man, and what’s more, *ever will be*.]

I WILL now wash my hands of Mr. Smithers, *alias* Chockablock, who at the end of three weeks was reported out of danger, his *jaw*, as the doctor feared it would do, *not* locking, presumed to be in consequence of the perpetual motion he kept it undergoing, by either gorging himself with food, or uttering low blasphemy. At the end of six weeks he was dismissed the ship, *not service*, in consequence of being rather accidentally born, and his most noble father’s interest being powerful

* Continued from page 42.

enough to retain him his *rank* and *honours*—yet, no less true than strange is it, sometime afterwards he was dismissed the service under the most disgraceful auspices, though in the least public way possible, in deference to his noble sire, and after all the various gradations by which vice sinks into obliquy, became cook of a collier, in which artistical rank a *lieutenant's commission* was actually presented to him—by mistake of course ; but this fact, however startling, is only tantamount to another, which is this. In those days several *dead* masters' mates had commissions made out for them, giving them promotion in Stygean waters, by no means flattering to relatives mourning their untimely and unrequited ends.

After a three weeks' probation, I was sent for by the first Lieutenant, who told me I was to do duty in the maintop, to *cut* knives, not *with them*, and to be obedient to command, quick in its execution, and deferential to my superior officers. In the meantime, I had written my dad a full, true, and particular account of my manslaughter affair, of which he was pleased to express a grim satisfaction, regretting amazingly I had not closed Chockablock's earthly career. Which, all things considered, was, on my father's part, not a little incongruous, seeing that his having shot a man in a duel had embittered every hour of his remaining life, soured his temper, and destroyed his health of body and tone of mind. And as the duelling habits of those days are now, like mail coaches, just shadows of the past, I will throw this sad affair into sufficient light to prove how our moral as well as the legal code is becoming cleansed from the pistolling and hanging ordeal gentlemen and thieves were compelled to undergo in those days of "satisfaction" and "*sus per col.*" As parties are now living who know this painful affair, I shall mention no names but simply state facts. My father was engaged in the suppression of the Irish rebellion—I am very much afraid my great-grandfather, in polite phrase, underwent the extreme penalty of the law for aiding in the first. As both officers and private gentlemen went fully armed in those days, of course my father, as of the first lot, was so, and on retiring to bed, lay with his sword under his pillow, and pistols within reach of his hand. It was his wont to read his candle nearly out, after being in bed, leaving only just enough to rekindle for dressing purposes, should any alarm of the "Croppies" be forthcoming during the night. On one occasion, however, he was reading some dreadful legend of murdered humanity stalking in the spirit around the couch of the assassin, until his candle burnt wholly out, and he was fain to trust to the chapter of accidents for a quiet night's rest. But, alas, this was

not to be ; for, as my poor mother (to whom *alone* he ever spoke of it) told me, he was just dozing off into an unquiet, haunted, hobgoblin sort of slumber, when he heard something stirring under his bed. He was wide awake in a trice, listening with every sense of hearing strained to the utmost, and breathing nearly suspended, when he heard it again. *Certainly*, not a doubt remained, one or more Croppies were under his bed, and he was to be carried out on a shutter in the morning. Now, an Englishman or a Scotchman would have paused for one little moment, to make assurance doubly sure before acting on the offensive against unknown foes. But an Irishman ! Reflection is a boon denied him by nature, till the violation of her laws makes it his condemnation. As quick as lightening he was on his knees in bed, his sword in both hands, and thrust by sheer force through bed and sacking into the floor below, as fast as it could be withdrawn and replunged. There was a sort of scramble from under the bed, as if one or more bodies were escaping and scuttling across to the dressing-room beyond. The Croppies, the Croppies, was the only thought allowed to occupy my father's frenzied imagination, as, leaping out of bed, he rushed, sword in hand, into the dressing-room, cutting and slashing away in total darkness, to the demolition of various and sundry the furniture therein contained. By this time the uproar had wakened up my father's man, who, in rushing up stairs to the rescue, had his fears by no means allayed when three or four cats came in rude contact with his legs, as they also were speeding, terror-stricken *down* stairs, to escape through the open cinder-hole door by which they had entered the house, and eventually my father's bedroom. The honours of war, however negative, were my poor father's, for one of his many random blows had struck the enemy, as, on a candle being produced, was fully proven by blood marks on the stairs, across the room, and through the cinder-hole aforesaid. Now, it seems as passing strange as lamentable, that out of the fact of an open cinder-hole door, should a duel and death ensue ; but still, such was the deplorable case. My father and his man enjoyed a good laugh, put the mutilated furniture in as decent order as its state permitted, went to bed, and slept the rest of the night away in peace. It was, however, far too good a joke against himself to admit of any one but himself telling it against himself ; so the next morning he told all his friends the battle of the cats, and it was the joke of the day, the whole thing being flavoured with Irish wit as to my governor's curious "*catenation* of ideas, *catastrophy*," &c.

It so happened that most unfortunately he was asked out to a mess dinner that day, to meet some new comers who were sent to join the

forces already on the spot, and as all the men there who knew my father had worn the cat story threadbare on parade and at tiffin, other subjects were freely discussed during dinner, and it was only in the pause between that ending and the dessert making its appearance, that a gentleman asked some man he knew, as far off him as obliged him to speak aloud—"I say,——what's that absurd story about the cats of last night"? The friend, knowing my father, said, "Oh nothing." "Nothing!" rejoined the first, "it seems to me there's just this in it, the man must have been wofully deficient in *moral* courage, whatever his physical nerve might amount to." This hapless remark, made without a knowledge of my father's identity or presence, produced a total stoppage of conversation; the man who made it looked round in that sort of painful surprise you feel when in groping in the dark you encounter some unknown and unpleasant object, until his eye met my father's, who at once said, "I am the person you have just alluded to in so ungentlemanly a mode, and I *insist* on your instantly withdrawing your remark!"

Now, if my father had said, "request," instead of "insist" and left out the "ungentlemanly," I have often wondered if good instead of bad might not have come out of this unhappy affair. But I really and truly believe not. At that time of day 70 years ago, in Ireland, a look, a smile even, let alone a sneer, was enough to risk a man's measuring his length on the daises; but of this *vide* "Ireland 60 years ago."

The gentleman simply replied, as every one expected, "I've made it, and I'll not withdraw it." As the want of *moral* courage had been the imputation, the nearest decanter stood untouched by my father, instead of being flung at his insulter's head, the wine in his glass was, instead of being thrown in his face, quietly sipped, after which my governor gently rose up, and walking softly round the table to where the gentleman insulting him sat, he deliberately pulled his nose. Then came the counter blow, the struggle, the separation, the *friends*, the meeting, and, at the *second* shot (my father being slightly hit by the first) the death of his opponent, who was a corpse before he was raised from the ground. My father was hurried from the ground, smuggled out of Dublin, and on board of a Liverpool trader before he had recovered the dead-like stunning sensation he was labouring under, and but for the presence of a true and kind friend who stuck by him; when a full sense of past, present, and future, rose before his returning faculties, there is little doubt but he would have laid violent hands on himself, his agony of mind was so overwhelming.

But now comes the question. What alternative was left him, as a man holding the position of a *gentleman*? In those days it was not

being the *officer* that compelled you to go out and be shot at like a rook by any violent brute who chose to insult you. On the contrary, the civilian of that day plumed himself on being as fully entitled to kill, and be killed, in an *honourable* way, as the greatest military wrangler in existence.

People *now* read with horror, mingled with unbelief, of the natives of Borneo being held unworthy of all favour from the softer sex, if they cannot produce a certain number of smoked heads, severed from the murdered trunks of, very often unoffending and defenceless victims ; but this savage claim to *honourable* renown has less real sin in it than the curse of that day levied on the most enlightened portion of *civilized* society, by the unavoidable ordeal of the *duello*. In short no man of a certain standing in Ireland, at that time, could, if he would, avoid being drawn within the clutches of this Hydra ; born of passion, nourished by pride, and gorged with the blood of thousands of self-elected victims, throwing themselves under the wheel of this *enlightened* car of Juggernaut.

Talk of *moral* courage indeed ! What became of the man whose moral strength of mind arose superior to the blood-drabbled prejudice of the day ? Cain was not more an outcast from his God than this man became in the eyes of his fellow-men ; and the leper would have been fondled in the arms of those who would have shunned *him* as the Upas tree. The man of letters, whose very knowledge placed his *mind* superior to this inquisitorial law, had no better chance of escape than he of the physical intellect, gifted with sheer brute courage. The happy father of beloved children, the attached partner of a fond wife, the adored and only son, all in short whose deaths were the forerunners of heart-rending misery, and broken hearted woe, were within this fearful pale. And worst of all, woman, kind warm-hearted woman, of gentle nature and high birth, bent her readiest smile to the young man who had come out strong as the hero of one or more duels, if he had hit or killed his man. And what a state of intellectual association of human beings was, and in some measure yet is, this state of civilized society ! Can no code of honour be found where justice, equity and probity can stand forth as champions of right, but that the pistol, the bullet, and the sure marksman must step between and say, " We'll settle it ! " Is man, aristocratic man, proud to offence of his high attributes of standing education and wit, not ashamed of this unfair ordeal between his offensive and inoffensive compatriots ? For instance, a quiet gentlemanly man sits in his club in town—one or more members, hot with wine, purposely insult him. Thirty years ago he must have called one (at

least) of them out, or left his club ; he does so thirty years ago, and is shot, leaving behind him perhaps a broken-hearted wife and bereaved family. *Now*, he does not do so, and holds his standing as a gentleman intact. Thirty or forty years ago, in the crowded saloon or dancing-room, the shy and retiring man of letters, peradventure (in trying to avoid crushing a lady's dress) treads on a man's foot, *wholly without intention* ; this man, alas, is a hero of the pistol and twelve paces. At once the interrogation is violently put, "What the d—l do you mean Sir, by treading on my toes?" Reply—"I'm very sorry, really I didn't mean to"—Sentence cut short by following rejoinder,—“You lie Sir, you did Sir.” Quiet man goes home and makes his will, *goes out, and dies*. I knew a *fac-simile* case to this, which occurred in '14. Happy state of intellectual justice!

And now once more for the sea, and my small doings thereon. I fortunately would insist on going to *work*, not ordering it *to be done*. I pulled ropes which I only was intended to *see* pulled ; and this state of manual exercise did not escape the Argus-like eyes of our first lieutenant, who at last telling *me* to send down the maintopsail yard, which order I quietly and unsuspectingly received ; I set to work, the men of the maintop worshipping me for my free and easy manners as a middy and my knowledge of seamanship, and in quarter less no time, the maintopsail yard was on deck, and I asked to converse with Mr. Firstlough in his private stateroom. He began as follows :—"Now, young —, you may either give me your *entire* confidence or not, just as you please, but I am desirous of knowing where you have picked up the practical part of your nautical information." I told him I had been cautioned not to speak of it, but that if he would not tell again, I would tell him all about it, only the captain was not to know at *any* rate whatever. This he seriously promised to comply with, and, moreover, kept his word. And I *up* and told him all my novitiate in the coal trade, &c., at which he was pleased to laugh immoderately and call old Admiral D——s a regular old fool. When duly fitted out, the frigate was ordered to Portsmouth, there to complete her crew, and then to sail for Plymouth Sound, and when completed in men, stores, provisions, and water, to cruise about the chops of the Channel, seeking what she might devour in enemies' ships, &c., &c., one grand dodge being the cutting off sundry of the French *chasse-marees* coasting along shore, and laden with supplies for the French army of occupation in the Peninsular.

It was great fun, I recollect, for some time, until one fatal day, assurance having made us doubly sure, we descried a lot of these said coasters, on the lifting of the land fog bank, just off Ushant, and ap-

parently pulling away with their sweeps for dear life to get in shore to shoal water. It being a dead calm, the boarders were piped away, the pinnace and first and second cutters manned, and our first, third, and fourth lieutenants placed in charge of them, and, with three cheers, they started in hot chase of the Musquito fleet, the latter trying to escape them.

We were all laughing at the fun to be, and the horror of the French skippers in seeing their vessels scuttled and sunk, when just as the boats approached their nearest victims, a perfect sheet of fire issued from the enemy's bulwarks and our poor fellows sank by dozens beneath the thwarts of their boats; two of which were captured in an utterly helpless state, and our first luff and pinnace, with the greatest difficulty pulled by her few surviving hands, without the reach of the deadly fire pouring on them, and towed by our boats sent to the rescue, alongside the ship. It was, in short, a horrible business, but a very fair *warlike* ruse, in retaliation of our numerous captures, scuttlings, and sinkings, for the whole of that fleet of vessels were filled with soldiers, purposely to catch us napping. One of the boats lowered to the rescue was the captain's gig, a 32-foot Deal boat, beautiful as a woman, swift as a swallow, and buoyant as a swan, and when he gave orders for her to cast adrift he looked and called in vain for his coxwain, who was away as a boarder in the ill-fated cutter. He looked round on all sides in savage uncertainty as to who he could entrust her with, when I said right in his face, "If you'll let me go, Sir, I'll take charge of her, and bring her back all right." He turned a dubious dull kind of look on me and said, "Go, go, d——n the boat; for God's sake, go, and make haste." I was in her, and casting off her lashings, and ordering the men about me to get her tackles clear for lowering, and swearing at a fellow whose fingers were all thumbs, like fury in an instant; the captain unknown to me, standing an amazed spectator of my efforts at quick work and foul language; and when I had jumped on board, taken the after tackle fall out of a waister's hands, got a maintop-man to take the foretackle, and after lowering the boat quickly and well together into the water, we both slid down the tackles into her like greased strokes of lightning, he broke out into a sardonic chuckle, saying (as a brother middy told me on my return,) "The *cutting* system is strong in that youth at any rate, for by Jove he knows how to *cut* his stick as sharp as any man on board." I shall never forget the horrible state of butchery our poor pinnace presented when we got along side of her; five men (three of whom were wounded) and our first luff, being all that were spared out of 30 able British seamen, leaving the ship in her not two hours before.

CRUISE OF THE "CHANCE"—ST. KILDA.

On the morning of the first of August, 1860, the schooner yacht *Chance* sailed from amidst the islets, sunken rocks, and shoals of the Sound of Harris for St. Kilda. The sky was cloudy, a driving mist obscured the landscape, the sea looked angry, and its waves broke with a sullen roar against the black cliffs of the desolate islands which face the Atlantic at the western entrance to the Sound. The gallant *Chance* breasted the long swell, which increased as she advanced westward; as the day went on the clouds dispersed, the sun and blue sky appeared, but the breeze fell as she sighted the wild-looking peaks of St. Kilda and its companion rocks, and soon after sunset completely died away, so that the yacht did not reach her anchorage till early the next morning. Although there was a profound calm for some hours of the night, she rolled unmercifully, as the sea did not go down with the wind, and the rattle of the chain-cable was a welcome sound, when at last she found shelter and repose in the Bay of St. Kilda.

We were early on deck, anxious to see the spot which had been the chief object of our voyage. We found that we were lying in a bay affording a somewhat precarious shelter; to our right rose a high and precipitous headland of granite—white, yellow, and brown—on its seaward and nearly perpendicular side, sloping gradually inwards landward, and covered with a scant herbage, parts of its surface dotted with small rude erections of stone, built as repositories of peat fuel. In front lay a semi-circular beach of rock, gravel, and sand; behind it a sloping amphitheatre of poorly-cultivated land, on which the crops disputed possession of the thin soil with the bright yellow marygold; the latter making the greatest show. The tiny fields, or rather plots of ground, were separated by low stone dykes, which run in eccentric lines, affording shelter, doubtless, but by no means increasing the amenity of the scene; their long curves, unbroken by tree or bush, were very suggestive of an inhospitable climate—they gave a look of sombre desolation not easily described. Rising amongst these granite dykes low huts of the same material were visible, apparently of a bee-hive shape, as seen from the bay, and roofed with thatch, bound down with a network of straw rope, which contributed to their hive-like look. Nearer us and the granite headland, a house, a chapel, and a store, of the simple and somewhat ungainly forms so common in Scotland, completed the native settlement. A high background of hill, with a somewhat tame outline, broken by peat stores, rose gradually upwards, a slope of bright green, varied

by projecting rocks of granite or trap, and by avalanches of what, doubtless, are boulders and large stones when seen near, but which at a distance seem mere masses of gravel.

To the left of our position the scene was more picturesque—this side of the bay is hedged in by wild and fantastic masses of dark trap rock, rising abruptly from the sea, which churned round the angles, and through fissures piercing the barrier. This lofty ridge of rocks forms a complete contrast to the tame scenery of the other side of the bay.

Passing through a narrow opening in these rocks, we observed a fishing boat, rowed by several men, who soon came along side, and addressed us in Gaelic, and we had our first interview with the natives of St. Kilda. A very favourable impression was made by their open, healthy, and, it may be added, good-looking faces, and by their excellent and comfortable clothing. They were, with one exception, young men, and so like each other as to be evidently nearly related. The boat was loaded with large fish, principally ling and skate, from amongst which having selected three of the largest, we inquired the price, and we at once felt assured that we were amongst unsophisticated people, for they replied that we were welcome to them, that they had no price. It was impossible to mistake the simple, open expression of countenance, or the sincerity with which the offer was made. This, we believe, is the first year that the inhabitants of St. Kilda have fished, and we learnt with regret that they are short of lines and hooks.

Yacht tourists, who may follow our track, cannot do better, or confer a greater benefit on these good people, than by taking with them a supply of hooks and other apparatus for fishing, which they may have the gratification of giving them.

We landed early, and twenty brawny arms were at hand to drag our boat from the swell, and to help us over the slippery seaweed on the rocks. We found that with two people only could we communicate—the factor of the proprietor of the island, and the worthy schoolmaster. Not another soul, so far as we discovered, could speak other than Gaelic. It is a new sensation to find oneself in an island forming a part of our own country—of our own busy, trading, skilful country—in which there is no symptom of trade, no shop, and in which the primitive distaff represents the whole spinning machinery—in an island in which there is no magistrate, no police, and no need of either, and, but this is to be regretted, no minister. There was one ordained minister here, of the Established Church, but the whole of the inhabitants having been induced to dissent from the Establishment, are now left without ordinances. There can be no sacraments, no marriages, except at intervals, when a

clergyman visits this truly isolated community. It might readily be supposed that grave inconveniences must be the result of this state of things, and it cannot be doubted that in some senses they do result, but the fact that simplicity and purity of manners prevail notwithstanding, and that this small community is remarkable for attention to those religious duties which are within their power, only makes it the more grievous that they should now be deprived of the benefits which a resident clergyman might confer.

The population is not increasing, marriages are rare; one only, we are informed, has taken place within the last seven years. The majority of infants born are said to die early, and certainly we saw few children; but we had an opportunity of making them very happy by gifts from the edible stores of the yacht. They looked strong and healthy; indeed, the appearance of all the inhabitants contrasted very favourably with that of those of the Western Isles which we visited on our tour. We entered one or two of the people's huts, and these, like the same class of habitation in Lewis or Skye, are dens rather than proper human habitations; they are such as we might expect to find amongst savage tribes, and not such as ought to exist as the habitations of members of the great British family. It is strange, and it is at the same time humiliating, that so near us—for it is idle to speak of the Western Islands, or even of St. Kilda, as remote—people should herd together in such abominable dens. The walls, built of stone without lime, are from three to four feet thick, and about four feet six inches high; the only aperture is the narrow door, with its primitive wooden lock, such as we see in Egypt; but the Egyptian fellah, in his land of centuries of bondage, is not worse lodged. The roof is of thatch, and in this the window, which lights the interior of the living room, is pierced. It is very small, and admits but little light; there is no aperture for the escape of smoke, as it is desirable in St. Kilda to impregnate the straw of the thatch with the peat smoke, the internal portion thus saturated being taken off yearly and used for manure. The doorway is approached by the usual filthy puddle, or muddy mixture, which the Scotch peasantry seem to love so well; and on entering, the eyes require a little time to become accustomed to the imperfect light, which they hardly do before they are extinguished by the smoke rising from peats burning on the floor.

We have a vision of a clean deal dresser, with various specimens of earthenware from Staffordshire, and from Mr. Bell's pottery in Glasgow—recognised by the figures designed by an old pupil of the Glasgow School of Art; a clumsy chair or two and a low stool; in a dark recess a rickety box bed; a phantom loom in another corner—precious heir-

looms, perhaps, certainly very old ; whilst the ravages of the *teredo navalis* in some fragments of wood seemed to indicate whence this useful material was partly supplied.

In another small apartment, separated from the living-room by a rude plank partition, the dried stomachs of birds, filled with oil made from their fat, hung suspended, like ungainly Boulogne sausages, from the rafters. Birds partly denuded of their feathers, lay on the floor, or were stuffed between the stones of the wall. Apparatus for bird-catching, and various indescribable articles, were piled together. It was not possible to make out their uses or even appearances in the darkness ; and we left, having been received and parted with by the gudeman and gudewife with what obviously were meant for kind words, although we could not understand them. We comprehended better the kindly smile in the faces of both and parted excellent friends.

As we wished to regain the Sound of Harris before nightfall if possible, our stay was necessarily short, and we returned on board. On our way to the boat we met the captain and some officers of Her Majesty's steamship Unicorn, anchored in the bay. With them were sturdy masons, provided with barrow and tools, to whom is entrusted the building of a landing-place. It has been said that the benevolent owner of the island intends spending a large sum for the welfare of the interesting little community which looks up to him as its head.

SIMON BOOMER'S GUN ROOM.*

BY SNARLEYOW.

CHAPTER IX.

SOME time had elapsed since I had entrusted gruff old Joe Marston with my views relative to the Duvernay, and the means for carrying them out, yet strange to say not one line had I received from that respectable old mariner, as to whether that magnificent vessel was yet fated to play an important part in the drama, which somehow or other I had an intuitive perception I was about to take part in. In the meantime I had not been idle, I read up in maritime matters, got into a maze of "futtocks," and "hood ends," and "centres of gravity,—Chapman's theory,—logarithms."—and a whole course of navigation ; until my brain became so confused that I had some difficulty in separating my identity from some superannuated old merchant skipper, refreshing

* Continued from page 487, vol. ix.

his memory. Then I thought a little practical study would do me some good, so I performed the part of a gaping tourist, and from Pembroke to Deptford I scrupulously examined Her Majesty's Dockyards, in order to qualify myself still further for quarter-deck authority as I thought.

I located myself for a time in the vicinity of Birkenhead, hired a shrimper, and became initiated into the mysteries of "running and reaching," "tacking and gybing," and all that sort of thing; at least I was told that such were the operations performed, but as I wrapped myself in a pea-jacket, paid devoted attention to cigars and my thoughts, I am afraid I profited very little from the professional nurturing of Mr. Bill Cain; although he repeatedly assured me "he never seed a gemmen in all 'is life, as picked up things so nat'ral!"

But the time was approaching, with rapid flight, at which I had promised to be back at Cowes. What my thoughts had been during my absence from thence I need hardly say; it was a sort of confused life I was leading, grasping at a shadow, for my search after nautical knowledge was nothing else. I could not settle my mind steadily to master it, for every moment the face and form of Mabel Harwood would flash before me, and I believe it was the wish to banish this wearying, craving, longing to see her once more, quite as much as the desire of acquiring information, that hurried me so recklessly from place to place, but the 10th July, would soon be at hand, and then I would see her, aye, welcome her on board the D—— curse the ill-omened! Why had I not remained with the old mariner, and seen what he was doing. I could have learned as much in superintending her as I had in wandering to and fro: I would do so yet, so bidding adieu to Master Cain, and his shrimper I prepared for action.

On the morning of my intended departure for London, the wife of that worthy made her appearance in a state of mind bordering on frantic distress; "Would my honor please to help Bill—he'd been and gone and got his-self into the hands of the beaks, and she did not know whether he'd be hanged or transported!" A woman's appeal I could never withstand, so surmising at once that my ci-devant sailing instructor had been doing a bit of smuggling on his account, I deferred my departure, and hastened to succour, if possible, the unlucky shrimper; hastening therefore to the authorities I was informed that he had been taken before the magistrate, and without waiting to make myself acquainted with the nature of his offending, I rushed away to secure legal assistance, and in the course of an hour or two, instead of being half way to London, I found myself in the midst of the miasma and other abominations of a police court. Just as myself and my impromptu

advocate had established ourselves in the hall, or rather den, of Rhadamanthus, a sonorous voice proclaimed the name of William Cain!

"I appear for the prisoner!" quoth my dapper little advocate. The myrmidons of the law exchanged a merry smile as the burly form of "Mister Cain" was thrust into the dock; unkempt and unwashed, with bloated features and swimming eyes, the generally smart looking shrimper presented the appearance of a criminal of the darkest dye. My curiosity and sympathy were aroused for the poor devil, for I had found him always civil and attentive, though occasionally addicted to extreme garrulity.

"Cain!—Cain!" exclaimed the magistrate, with that peculiarity of what is called,—“a pleasant man to be tried by, “Are you any relation to the man that slew Abel.”

"No, please your worship," blurted out Bill, "I'm the man that was slew'd."

"Five shillings, or twenty-four hours' seclusion from the world!," was the stern rejoinder, for your petty magnate does not like to be made a subject for mob merriment.

Securing Mr. Cain's permission to pursue his investigations as to the habits of shrimps, I mentally consigned him and his drunken propensities to a region where he would no doubt find plenty of water for his potations, and resolved to inform myself more fully in future before I yielded to the tears of an anxious wife.

In due time I found myself in that best of hostelries, the Tavistock in Covent Garden; there was the usual obsequious waiters, the mysterious old gentleman leaning against the chimney piece reading the *Times*, and muttering his incoherent threats against Lords and Commons; and there was the usual appetizing breakfast for which the Old Tavistock is famous; but in vain I sought that which I looked for more anxiously than food for the body, a letter from old Marston—letter there was none: I would give him a day or two yet—and still what made me more doubtful—why had he not applied to me for money; was I doubly or trebly a victim, had the specious Joe trapped me too, was he but another Parry Hammond after all, and would I find the Duvernay as usual, in the mud, upon my return? I could not bear to think thus, and that all my castles for dazzling the fair Mabel, and humbling Mr. Horatio Flowerdew—after all were baseless as the thin air in which they had been built: yet would I give him another chance, and remain where I was for forty-eight hours.

It may be supposed that my temper at this juncture was not in the most amiable mood, I should think not! so to sooth it after a fashion I

bestowed myself in a steamer for a run down Old Father Thames. When we arrived at Gravesend, the place looked so inviting, the sunshine so bright, and the country so blooming that I landed ; not a mile from Gravesend there is a dockyard as half the world knows, and if it did not before, let it know now from these, the veritable confessions of Sam Fenton: as if chips were to be my destiny—to that dockyard I bent my steps, it was the hour for dinner with the busy artizans—so I wandered about unmolested, until at length my attention was arrested by the taunt spars and trim appearance of a magnificent schooner yacht. She bore the signs of unlimited outlay, and had evidently undergone most extensive repairs ; what the nature of them were my ignorance could not divine, but she appeared to me perfection ; her copper was burnished like gold ; her sides shone like mirrors of jet ; her decks would have put to shame a spotless snow drift, and every spar or rope evinced a very foppery of the seaman's skill : how my heart bounded within me at the sight of her, and sinful though it was I envied the man fortunate enough to be her owner : an exquisitely sculptured figure-head of a female adorned her prow—painted white and delicately relieved with gilding ; it almost seemed like a living breathing thing, as poised in graceful attitude it pointed, as if eagerly, over the sea ; every detail seemed to have been attended to, calculated to give an ariel beautiful appearance to this fairy looking-ship ; she was evidently the subject of a master and cunning hand, and withal this frail elegance—she was a goodly craft as well—one that could battle bravely if need were with the ocean in its wrath. A gruff old ship keeper was moving up and down her decks, who replied to my enquiry for permission to go on board by a grimly spoken “ S’posed I might ! ”

If I had been charmed with her exterior, I was fairly taken aback when I went below to her cabin ; everything that art could do or money procure, that was rich, chaste and uncommon, was lavished upon her internal fittings ; costly velvets, exquisite silks, glittering mirrors and faultless carpets met the eye in every direction ; the carvings in rich walnut wood which harmonized wonderfully with the dark but singularly rich hue of the green velvet, were very wonders of the craftsman's art ; a curiously wrought Malachite chimney piece, surmounted by a looking glass, the frame of which represented a variety of marine plants gracefully intertwined, formed a prominent object in her main saloon ; but if it was complete, the Ladies' saloon was a triumph of simple elegance ; a boudoir which the daintiest beauty of Mayfair might have envied ; the doors were panelled with mirrors, framed in ivory, or satin wood ; it was fitted throughout with chintz, but it was not of that material as

generally understood; there was a peculiarity about its texture superior to anything I had ever seen before; in colour it was white, with what might be the faintest tinge of pink hue pervading it; and on it were stamped with the rarest skill lovely moss-rose buds that looked as if they breathed the rich perfume of the spring: ivory and this chintz were the only decorative materials made use of in this chaste little cabin; but so skilfully and tastefully arranged that the eye was insensibly arrested by its simple beauty,—it was the fitting dwelling place of purity and innocence. Off this charming saloon there was another—the sleeping berth, and here again the same exquisite taste was displayed; more mirrors, more ivory, more chintz, with rose-coloured silk hangings, and rich lace. I was enraptured with this yacht, she was all that my most ardent longings aspired to, she was perfection: how I groaned in spirit,—all this might have been mine,—had I not fallen in with that infernal Screw-geum! How long I might have remained wrapt in contemplation I know not, as usual I was fancy painting. I was giving pleasant cruises, and *fetes*, and pic-nics,—I loved and was loved in return. I pictured the enslaver of my soul the mistress of that little bijou of a saloon, and myself the proud owner of that gallant ship: from this imaginary happiness I was rudely cast down, the surly voice grated harshly down through the companion—

“P'raps, I was the gem'man as owned the vessel; if not, p'rhaps I would'nt mind rousin' myself ashore again:—some folk never know'd when to leave off!”

I longed to cuff that old scoundrel off the decks he so polluted, it would have eased my mind and mollified my temper amazingly to have exercised myself on his miserable carcase,—he was the one hideous thing that destroyed the romance of the whole.

The remembrance of this beautiful vessel haunted me from the moment I left her; the more so that I could not discover whom she belonged to,—what her name was,—where she had come from, or where she was going to; so my fevered imagination set to work in the intervals of my master passion; what would her future destination be, would her possessor be fair or dark, tall or short, a plebeian or an aristocrat; would he be a fine dashing sea-loving spirit, a quiet jog-along valetudinarian, or a crafty designing libertine? Would that fair deck be peopled, those sweet cabins be thronged, by the beautiful and innocent, the brave and the intellectual; or by the demi-monde and the fawning, contemptible creatures of fashion, mis-nomered men? But, enough—I was within a few days of my engagement, and no tidings of Marston.

The 9th of July saw me at Cowes, and in the most wretched state of

mind; after all my vaunts, there I was much the same as when I first made the acquaintance of Mr. Flowerdew. It seemed as if everything and everybody conspired against me: talk of money commanding happiness—I had as much as any reasonable man could desire, and yet there I was, without exception I may say, the most miserable devil in creation,—absolutely contemptible in my own eyes. Of course I knew I might at once meet these people, and state candidly why I did not make my appearance with a grand vessel, and a fine crew, and everything *en suite*; but would I not suffer in their estimation? this was not the brilliancy by no means of which I meant to dazzle all competitors, I would merely be a commonplace suitor, and I knew well a woman in her secret heart, no matter what her professions to the contrary may be, dearly loves and often succumbs to a bit of brave finery, an outburst of dashing display: let philosophers and philanthropists, moralize as they please, we are but weak mortals at best, under even the severest system of propriety. Do it I must however, and I braced myself up for the task, I would get over the interview, and the bantering somehow; and then I could but try again, perhaps my next essay as a yachtsman might prove more successful, so the eventful morning that was to have seen me astonish Cowes arrived, the sun shone in all its glory, and Cowes looked as Cowes only does in the month of July.

Gustave aroused me at an early hour, when I proceeded to array myself with the most scrupulous care: having completed my toilette I mustered up all my resolution and proceeded to the coffee-room, fully expecting that I should have to encounter Flowerdew, and Mr. Parry Hammond, and perhaps Mr. Screwgeum I thought might turn up on some forgotten item of our transactions; and altogether I conjured up all that was miserably provoking as I descended the stairs.

I was right, there was a man's legs cased in pilot cloth trowsers in the hall,—that infernal Hammond! I descended another step or two lingeringly, yes, there was the pea-jacket; another step—and now for the face!—by the Gods it was old Joe Marston! The old sailor saluted me respectfully, but I sprang to him with a cry of joy, I grasped his horny hand as a drowning man might catch his last chance of life.

“Well Marston, is all right!—what have you done—have you the vessel, th—th—Duvernay—is she afloat, or at the bottom of the sea, or—or—?”

“All right as may be yer honor!” wonderingly replied Marston, as if he was completely taken aback at any doubt being entertained upon the subject.

“Where—where?” I almost roared.

Marston motioned towards a group of yachts lying at anchor, across the stems of which a stately vessel was gliding on her course towards the shore, a handsome gig was lying by the granite stairs—a stalwart handsome looking young crew manned her ; into this boat the old man sprung lightly, and offering me his arm as support, I was as quickly seated in her stern sheets : away flew the light boat like a bird upon the wing. As we approached the splendid vessel I had noticed under-way in the direction Marston pointed, on a signal from him she was thrown up into the wind ; I was in utter amazement—this vessel—this fairy looking thing the *Duvernay*? Another moment I was on her deck, a numerous crew respectfully doffed their oilskin hats to me ; I walked about her deck like a man drunk—I could not realize it,—I went below,—more mysterious still ; all my own—every wish of my ambition gratified ; it was the lovely schooner I had seen in the dock-yard near Gravesend.

VOLUNTEER NAVAL RESERVE.

A Correspondent of our ancient friend "*Bell*" has brought this subject once more before the Yachting public, and as his letter conveys much information we give an extract therefrom:—"I beg to inform you and your readers that the formation of an auxiliary Volunteer Naval Reserve for service in gunboats for the defence of our ports and rivers, composed of the members of the Yacht Clubs of the United Kingdom and their crews, was suggested some time back by Captain Robinson, and at the present moment I believe the Secretaries of the principal Clubs in the kingdom have an application before them, requesting the names of such of their members as are favourable to the movement and willing to enrol, to be forwarded, that the same may be submitted to the proper authorities, with whom the promoter has been in correspondence. I intend to join myself, and strongly urge all yachtsmen to do the same, and help to support the name and pride of a British Blue Jacket, and not allow their Volunteer brethren ashore to give them the go-by, by being as useful in time of need as ornamental in peace. A few days drill in the course of the year is all that is necessary to place at the disposal of Her Majesty's Government (vide your own return of the 6th inst.) a powerful and efficient body of men for gun boat service in the way proposed. I have every confidence in the promoter as energetic, and "the right man in the right place."

Review.

YARNS FOR GREEN HANDS; A TREATISE ON PRACTICAL YACHTSMANSHIP.*

WE welcome with pleasure a book which professes to give us an insight into the mysteries of cutter sailing; more especially as the work before us is very evidently the production of one who is master of his subject.

It must be admitted in the outset, that no book whatever can supply that prompt and ready tact, that rapid perception of what is to be done, and how to do it, which are the result of long and varied experience; but there can be no doubt that plain and practical directions on cutter seamanship will be of great service to a man who wishes to become a skilful yachtsman.

There are numberless matters familiar to the initiated, the result of the experience of all time, which are handed down from one seafaring man to another in wise terse and vigorous phrases, but which a gentleman has few chances of learning, otherwise than by the painful process of disaster and failure.

Many of these may be embodied in a practical treatise on seamanship, such as those which are put into the hands of young officers preparing for examination.

An admirable work of the kind is that by Lieut. Alston, whose preface is a treatise quite after our own heart, and well worthy the perusal—not only of young gentlemen, but of old admirals, and of my lords at Whitehall.

Such a book on cutter-sailing, has however, never fallen into our hands: essays of the kind have, from time to time appeared in magazines, but they are for the most part extremely superficial, overlaid with slang sayings and choice bits of jargon from the forecastle, and have in fact no claim to be regarded as the production of a writer who understands his subject, and sets himself to work in a sensible and methodical manner, to impart his own knowledge to his readers.

That the writer of the little volume before us is qualified for the task he has undertaken, we shall not for a moment dispute, and if we have some few comments to make upon his book, they may be considered to apply quite as much to the form he has adopted, as to the capacity or industry of the writer.

Reprints of newspaper articles, or of any matter prepared for ephemeral circulation, are not generally satisfactory. There is a want of completeness about them: the necessary care, revision, and emendation are sacrificed to the emergencies of time; and many important branches of the subject will be found to have been omitted, or too hastily dismissed; moreover, little defects of style, arising from the wish to produce a smart and lively article are usually to be observed,

* By Vanderdecken.—London, Published by Hunt & Co., Price 7s. 6d
NO. 2.—VOL. X. K

To begin with the latter objection,—Every one who takes any interest in the literature of the sea, should set his face against that detestable trick of writing slang articles about yachting: and you, Mr. Editor, should relentlessly draw your pen through every passage or phrase which is tinged with vulgarity or bad taste. Vanderdecken, we observe, with pleasure, is for the most part pretty free from this very disagreeable fault; but we cannot approve of the title which he has chosen. "*Yarns for Green Hands!*" What is a Green Hand? and why should a Green Hand want Yarns? A Yarn is the nautical phrase for a tale or anecdote, so called from the habit of seamen to enliven the monotony of spinning oakum by telling stories; but the worst thing that could be said of a book on seamanship, would be that it consisted of mere yarns or anecdotes, and certainly Vanderdecken's work is not liable to such a charge. Why not call his book "The Cutter," "The Cutter Sailor," or "The Fore-and-After"? No one likes to be called or to call himself a "Green Hand," and for our part we should not at all fancy going to a bookseller, and saying, "Mr. Brown, have you '*Yarns for Green Hands,*'" the chances are that Mr. Brown would rub his own hands with his usual civility, and say "Don't keep it sir." "No sir."—Better try at the chemist's over the way."

In the 13th page, Vanderdecken has given us some very sensible hints on the disadvantages of a clincher built vessel, "added to which" he continues—"in passing through the water, she creates such a row! *Oh Moses!*" Bad taste Vanderdecken, scratch it out and don't do it again!

Again, page 40 will be found "Get through! Ay, Sir, that's the talk," and in page 41, but, "Bless your eyes, with straps and toggles, there is little or no bother."

Our acquaintances among yachtsmen are not in the habit of saying "That's the talk," and "Bless your eyes," nor do I at all believe that Vanderdecken himself uses such phrases in conversing with his friends. Why then put them in his book? to please a certain class of readers. The pleasure must be small, Vanderdecken, and let us hope that the class of readers may be small too.

As a counterpoise to these remarks, let us give our readers a page from Vanderdecken, in which he enters a protest against the doings of a certain class of yachtsmen, who are a nuisance to their neighbours, and a disgrace to their colours.

"We will imagine that your first month's novelty is over, and that you have given every fair creature you know a day's sailing, and that no end of jolly fellows vote you a jolly fellow, and that you begin to think yachting is a very jolly thing, and you have such jolly evening smokes, and no end of grog, and so-and-so was three sheets in the wind, and nobody knows who went on shore, or who remained on board. Then such jolly fellows wake you up in the morning to have such a jolly breakfast, and such a jolly sail afterwards, and a jolly evening to wind up all. Mr. Tyro, remember this is getting jolly under the worst of circumstances. You are spending your money thanklessly, and most uselessly; you are ruining your health and destroying

your reputation; therefore toe the line at once like a man—one month's blow out, then give the land-sharks a wide berth, and set yourself down to become an out-and-out yachtsman; have your quiet circle of friends, and don't make a gin palace or an Astor house of your wee barkie, neither of which contingencies are at all probable, but relatively speaking the evil would become of as great a magnitude."

Vanderdecken's remarks about the purchase and examination of a yacht, are so far as they go very much to the purpose, but he has strangely omitted to give us a few hints about ballast, a most important consideration.

Yachts ballast consists of lead, limber iron, pig iron, boiler punchings, and finally bar and scrap iron: and when it is borne in mind, that the prices of these several qualities are, lead 20*l.* or thereabouts per ton, limber iron, 9*l.*, pig, 4*l.* 10*s.*, boiler punchings, 4*l.*, scrap and bar, up to 2*l.* 10*s.*, it will appear very plainly that the value of a vessel in the market will depend very much upon the quantity and quality of ballast which she contains.

In ascertaining these facts nothing must be taken on word. Owners have very often been grossly cheated themselves, and have never inquired into the internal stowage of the vessel, and on the whole, stern experience compels us to say, that any evidence short of a written guarantee or ocular demonstration is quite unworthy of confidence.

The stowage of ballast is also a great mystery well deserving some remarks from Vanderdecken's pen. So sensitive are modern yachts to the slightest dis-arrangement of their weights, that this very summer, on the Thames, a very clever little craft was perfectly disabled, by the simple circumstance that the crew, in preparing for the race, had taken it into their sapient heads that she was by the head, and to remedy this, had stowed the bower anchor and chain in the run. The consequence was that during a great part of the windward sailing, the yacht was absolutely good for nothing; any little boat sailing about was as good as she, until at last they tried the effect of sending two hands forward to sit on the heel of the bowsprit. No sooner was this done, than she started away like a greyhound from the slips, and passing all her competitors but one, in spite of a greivous misadventure on the mud, gained the second prize.

The careless perversity of seamen on ballast questions is extraordinary, and it is a subject which as much as any other, demands the attention of the owner himself.

A new plan has lately come into fashion of filling up both ends of a vessel some two or three feet deep, with cement mixed with pebbles, or scrap iron, the body of the vessel is stowed with lead or limber iron, and the whole filled in with cement. By this expedient, instead of accumulating dirt, cinders, and shavings in these corners, where rot and bad odours are engendered, you have a clean platform of cement fore and aft, which can be swept with ease and on which the remainder of the ballast may be stowed very readily.

So solid is the cement, that some time ago an Itchen boat grounded on an anchor, and ripped up her garboard streak: as the tide rose, the fisherman

expected his boat to fill, but to his surprise she floated, and he sailed her home : on examination, it proved that a great bit of plank was gone, and the boat had been sailing on the cement.

The objection to the plan is the weight in the ends of the vessel, which should be kept as light as possible, for this reason, I should not use boiler punchings or scrap iron mixed with the cement, but small stones.

As regards the sailing bottom we find that Vanderdecken assumes copper as a matter of course, and certainly nothing can be more gentlemanlike, or more convenient for the cruiser, and for the Baltic or Mediterranean cruising it is indispensable.

But few vessels, so small as Vanderdecken recommends to a beginner, are coppered, it is very expensive ; above the water-line it is most troublesome to keep clean, and as a sailing bottom it is very inferior to coal tar and turpentine, with a surface of black lead, or still better, mineral pitch and naphtha, which is as black, as smooth, and at least as hard as jet, itself.

For cruising purposes, nothing can be better than a chemical solution of copper, for which Hatcher, of Southampton, is agent. If two or three coats are well laid on in the spring, the yacht's bottom requires no further attention during the summer. For racing, it is scarcely smooth enough, though very little if at all inferior to copper.

Your space Mr. Editor, will not allow us to go further into detail in reviewing this part of Vanderdecken's work, which is on the whole very carefully and skilfully done, and we will close this portion of the discussion by entreating every one who is making a first purchase, to avoid first, a cheap yacht; and secondly, a fine bold comfortable sea boat, "not one of these fly-by-night racers sir, but a nice comfortable boat sir, such as will give you and your good lady satisfaction."

The cheap yacht is generally a very hard bargain, badly found, badly built, and rotten. A yacht, if she deserves the name of a yacht, is always worth a certain price, as a pilot or a fishing boat, and if she is fast and handy she can only get into the market "dog cheap" from some known fault, such as weakness or unsoundness ; or if on the other hand, she attains her speed by sacrificing all the qualities of a vessel, beware of her, she will play you a nasty trick some day ; and besides that, a clever little Itchen built clipper, handy as a toy, and buoyant as a bottle, will always beat her in racing, and will prove a trusty little sea boat too.

The comfortable old burly bowed cruiser on the other hand, will turn out a most uncomfortable pile driver, she will wear out your patience from her slowness, compelling you to lie at anchor in a tideway, while Fred Flyaway, in his clever little clipper is making short tacks on the north shore, and will be at his moorings by sunset ; she will drench you with spray in a seaway, and make all hands sea sick by her intolerable pitching ; she will disgust you with her ugliness when you bring up at Cowes, looking like a cormorant in a flock of widgeon, and finally, when you are quite sick of her you can scarcely give her away.

If you wish for a yacht, get one with all modern improvements, avoid a very narrow vessel, or a very wide one, above all, avoid an American imitation.

The real American yachts are beautiful and excellent, even those which (fail in speed) for want of length, are perfect studies for the naval architect; but our imitations are the most miserable failures, wet, dangerous, and unhandy.

Nothing is more striking in the Old America, than the perfect symmetry and proportion of her parts; her bow is long and fine, and her run is beautifully clean, her quarters well up, and her power where it ought to be, just abaft the middle; but our Americanized craft have fine hollow bows, and full heavy quarters, a very objectionable form. They dive fearfully in a sea-way, they are not particularly fast, and in heavy weather they steer and stay very badly. Let every purchaser give these miserable vessels a wide berth,—fine bow, fine quarters, moderate width, rather hollow section, the water-line rather hollow in the bow, and curving not too suddenly in the run, a moderate rake of stern-post, sides as round as an apple, deck not too near the water; these are some of the superficial qualities which every satisfactory vessel must possess, and a craft which fails in any of them, if she be as cheap as autumn leaves, or as bold a sea boat as ever pitched her big bows into a crested sea, is not worth a yachtsman's notice.

We shall return again to Vanderdecken's book, and in the meanwhile we beg leave to recommend him very heartily to our readers.

With regard to the soundness of a vessel, Vanderdecken gives some useful advice which we transcribe for our reader's benefit.

"You now get on board, and have some portion of the ballast below removed so as to get at her flooring timber; examine her forward, amidships, and aft; have a strong-bladed knife with you, with which to test the flooring timbers in various places for dry or wet rot; have a good overhaul of the breasthook forward—large vessels have more than one; the breasthook is the "knee" of wood or iron which binds the stringers, planking, and stem piece. If you can get at the top timbers through which the bottom bolts of the chain plates are driven, examine them well, that they are neither split nor dry rotten; also all the top timbers along each side. You will observe inside just beneath the deck, strong beams bolted along the top timbers fore and aft the vessel on both sides; these are called the stringers, and bear the same relation to the top frame of the vessel that the keel and keelson do to the flooring frame. These stringers should be strictly examined; they are very liable to become decayed, as if the water ways on deck are not kept properly caulked, and payed, wet gets down upon the stringers, and rots them accordingly; examine the deck beams, the mast beams particularly; any working or straining that makes itself apparent in these, or in the bulk-heads, betrays, as the doctors say, a hard spent life and a weakly constitution. Whilst you are examining below do not overlook the mast, see that it is stepped in a properly secured step on the keelson, or in the metal keelson itself, and that the spar is not tongued below the deck, of which the presence of iron bands upon it will apprise you."

When however we come to standing rigging, we are surprised that Vanderdecken does not give us a plumper for wire. In the South of England, it is universally adopted for small vessels; fishermen, pilots, Itchen ferry men, all have adopted it, and we hear it universally spoken of with praise. It is lighter than rope, stronger, holds less wind, and is certainly not more expensive. It should not be set up very taut, and must be carefully looked to from time to time wherever it is liable to the action of salt water, especially if served over. The galvanizing process does very fairly where iron is kept dry, but you will find your bowsprit rigging and your bobstay will soon become red with rust, and in the immediate proximity of copper it is of no use at all.

However, no man who has sailed in a long-bowed clipper, will ever go to sea in an old burly-bow if he can help it, and no man who has used wire rigging will ever again be content with hemp.

Vanderdecken gives us very exact directions as to bending new sails, and with most of his remarks we entirely concur. Never trust your skipper in these matters, while you are looking at him he is careful and clever, and knows more than you; but when your back is turned, the same active fellow becomes too often careless, slovenly, and stupid; very naturally he thinks if you don't think it worth troubling yourself to see that your yacht is as she should be, why should he?

But Vanderdecken says "when unfortunately caught in a fresh breeze, with a new mainsail, do not attempt to reef it, unless it becomes a matter of life and death; trice up the maintack, lower the peak, or settle down the main, and keep the peak standing—do anything but reef." If anything can spoil a new sail effectually, it will be tricing up the tack; nothing is more common than to see yachts with new canvas cruising about with their tacks up under the idea that they thereby avoid undue straining the sail, and nothing can be more lubberly. Keep an even strain on all four corners, and carry on as long as you can; when this will do no longer, down mainsail, and up with the trysail, or a jib, or if you are on a lee shore reef you must, but no tricing up tacks or scandalising if you love a flat sail and a weather guage.

Vanderdecken's remarks about safety gear are excellent, and as he justly says

"All these little minutiae I would strongly recommend you to make yourself perfect master of at the outset, and then in the moment of danger, instead of (as I have more than once been witness to amongst those who should have known better,) all hands being in a state of mortal confusion, it is wonderful how cool and collected you will feel. You will take it as naturally as any part of your duty, and above all you will be possessed of a self-confidence based upon the knowledge that you command ample resources to combat every ordinary peril."

When we come to shortening sail in a breeze, and a dirty night with a heavy sea on, Vanderdecken becomes very animated, and thus he winds up his third yarn.

"Now turn to and close reef the mainsail, set it again, haul the jib-sheet to windward, and close reef the foresail, set it, trim aft the headsheets; bat-

ten down the forehatch and skylight, get the dingy on deck if necessary, button your coats and harden your hearts; take a glass of grog to keep out the cold, and light a cigar to warm the wet; you are now in for a dusting, but hammer her at it, don't spare her an inch, she is as snug as can be, and depend upon it if she is what she ought to be, or worth having, she will go through it like a duck, and your heart will beat with delight and excitement as you bound along from wave to wave, the little barkie almost asking you, 'Ain't I doing my work well?' "

It is however, in racing, that our author really is in his element, and his remarks are generally very practical and good, but we are at a loss to understand how a vessel which has been running before the wind for the flag boat, can be thrown to leeward by so doing, when a sudden shift of wind comes dead an end to her course, or how her opponents by hauling their wind before the change, can have weathered upon her. Of course if the new wind blows straight from the object which you have to reach, the straighter you have held your course for that object, the more to windward you will be when the change comes, and your weatherwise opponents who have been poking about looking for a shift of wind must find themselves all to leeward for their pains.

But we have done with disparaging remarks :—The defects which we have pointed out originate as we have said, chiefly from the ephemeral form in which the papers first appeared, and we only regret that Vanderdecken did not, before reprinting, greatly enlarge and re-arrange his work.

Numerous omissions, which we have not noticed, for instance—getting underway and coming to in a weather tide; keeping a clear hawser in a tideway; mooring in a crowded harbour, or open roadstead, would then certainly not have escaped the attention of Vanderdecken, who must be aware how necessary a knowledge of such matters is, and how little amateur sailors know about them.

The book on the whole, is well worthy a yachtsman's reading. All that is said about the discipline and management of men is very sensible and good, especially the concluding remarks which we transcribe.

"No cursing or swearing, no noise—and very soon you will see what an admirably ordered crew you will have. One point you must reserve to yourself, and that is, whatever order you give to your sailing-master, that it is instantly, or as circumstances require carried out. I presume you will give none that will involve the safety of your own life, or that of the crew, so the moment there is any hesitation in that quarter the sooner he provides himself with a new master, and you with a more amenable (? obedient) officer, the better for all parties. The advantage of such a system will be felt at the very outset."

The hints too about teaching your sailors to row decently instead of rolling about in the usual lubberly fashion, are very good and well given, and above all, we like the spirit of Vanderdecken's advice to owners at once to try to understand the noble mysteries of the sea, and not to be mere helpless noodles dependent upon their men.

Education and intelligence are great advantages which gentlemen ought to possess over the rough sons of the ocean, and although there are some details in which you never can hope to rival your men, still there are more important departments of 'nautical skill in which you will soon find yourself greatly their superior ; and after a few years' experience, they will find it out too, and will obey you as readily and confidently as you will command them. They have little reliance on their own judgment, because their conclusions are based upon reasons which they themselves are unable to analyse. Thus in a race, if one makes sail, they all do so, if one reefs, the others follow his example. Prompt decision in common emergencies they have undoubtedly, but wherever judgment and reflection are required they are at a loss.

Here are some good remarks by Vanderdecken.

"There is one thing you may rest assured of: from early and constant training, your skipper, if he is any good at all, will have the pull on you in handling a vessel, and not even then much if you lay your mind down to it and are made of the proper stuff; but if you are possessed of a modicum of brains you can walk round him in navigation. And if you will accept a hint, never pretend you know anything—leave others to find out that; learn at all times and from any one that you can—when you least expect it something that your wisdom never dreamed of will turn up, and never be ashamed or afraid of being laughed at for asking a simple question."

And here is a good anecdote, with which we beg leave to conclude our notice of this clever little book.

"I remember a capital joke of a very ancient yachtsman, who had a very ancient yacht that had seen him through the prime of his days. He wanted to dispose of her, but he had an ancient skipper to whom the berth was easy and the burden light. A month in the season probably saw her under way, and the remaining eleven months were spent peaceably in dock, where the old tar smoked his pipe and spun long yarns, made toy boats, wherewith he considerably increased his income amongst the juvenile yachtsmen of those parts, and calculated that he had secured a very peaceful refuge for the remainder of his days. The intelligence that the R—— was for sale took him all aback, but he was not to be done. Whenever any person came to look at her, he satisfied them in a plain sort of way, but when the knowing wight of a would-be-purchaser pressed the old skipper privately as to any fault beneath the surface, he would turn his quid, shake his head mysteriously, and hint that the plague of his life was a rat that had got into the mast! then leading his visitor forward he would set him to listen, whilst his grandson below, with all the aptitude of a well educated sea imp, by the aid of his nails, and a little ventriloquial squeaking, would improvise a first-rate rat, in the act of devouring the vitals of a noble spar. Rats on board at all was a serious drawback; but to go to sea with rats in the mast was more than philosophy ever dreamed of, so that old —— and his rat flourished and grew fat for many a long day."

LIFE-BOAT SERVICES.

A BEAUTIFUL illustration of one of the life-boats of the *National Life-boat Institution* proceeding off to a wreck, from an exquisite picture painted by Mr. Samuel Walters, a talented marine artist, of Bootle, near Liverpool, accompanies this number, by the kind permission of the Committee. He was induced to paint it from a generous motive, to help forward the philanthropic objects of the Institution, by bringing before the public, by a peculiar process of photography, a correct and picturesque view of the valuable services of one of its boats. The vessel is supposed to have struck on the outer ridge of rocks called the Filey Bridge, on the Yorkshire coast. Her crew having cut away her masts, she has beat over, and is now drifting into Scarborough Bay, with signals of distress flying. The raging sea, the wild and angry sky, the rocky coast, with the furious wind driving the helpless bark full upon it, are depicted with a vigour and a truthfulness of delineation, which serves to impress the fearful realities of such a scene vividly upon the mind ; while the sight of the life-boat, manned by her gallant crew, proceeding steadily in the face of the tempest, on her errand of mercy, conveys an idea of the ability of the life-boat service, and its claims upon the benevolent sympathies of the public, which it would be in vain to attempt to convey by any mere verbal description. There is a matter-of-fact simplicity, a living eloquence, in the materials thus brought together, and arranged by the skill of the artist into so pathetic, yet so unexaggerated a story, that renders the appeal which it makes irresistible.

We append a list of the life-boat stations of the Society, as it cannot fail to be of essential service at this period of the year, to mariners and seagoing passengers. These boats form a truly noble fleet—outnumbered, to be sure, by the navies of commerce and war ; but the largest life-saving fleet the world has yet seen.

ENGLAND.

Northumberland.—Berwick-on-Tweed, North Sunderland, Boulmer, Alnmouth, Hauxley, Newbiggin, Cullercoats.

Durham.—Whitburn, Seaton Carew.

Yorkshire.—Middlesborough, Redcar, Saltburn, Filey, Bridlington, Hornsea.

Norfolk.—Cromer, Mundesley, Bacton, Palling, Winterton, Caistor, Yarmouth, 1 & 2.

Suffolk.—Lowestoft, Pakefield, Southwold, Thorpeness, 1 & 2, Aldborough.

Kent.—Margate, Walmer, Dover, Dungeness.

Sussex.—Camfër, Rye, Hastings, Eastbourne, Newhaven, Brighton, Selsey.

Isle of Wight.—Grange, Brooke.

Dorset.—Lymè Regis.

South Devon.—Exmouth, Teignmouth.

Cornwall.—Fowey, Lizard, Penzance, Sennen Cove, St. Ives, Newquay, Padstow, Bude Haven.

North Devon.—Appledore, 1 & 2, Braunton.

NO. 2.—VOL. X.

WALES.

Glamorganshire.—Penarth, Porthcawl.

Carmarthenshire.—Llanelly, Carmarthen Bay.

Pembrokeshire.—Tenby, Fishguard.

Cardiganshire.—Cardigan.

Merionethshire.—Aberdovey, Barmouth.

Carnarvonshire.—Portmadoc, Orme's Head.

Anglesey.—Llanddwyn, Rhoscolyn, Holyhead, Cemlyn, Moelfre, Penmon.

Flintshire.—Rhyl, (Tubular).

Lancashire.—Southport, Lytham, Fleetwood.

Cumberland.—Silloth.

Isle of Man.—Castletown.

SCOTLAND.

Ayrshire.—Ayr, Irvine

Argyleshire.—Cantire.

Caithness-shire.—Thurso.

Banffshire.—Buckie, Banff,

Elginshire.—Lossiemouth.

Aberdeenshire.—Fraserburgh.

Fifeshire.—St. Andrew's.

Hardingtonshire.—North Berwick.

IRELAND.

County Antrim.—Portrush.

Down.—Groomsport, Tyrella, Newcastle.

Louth.—Dundalk, Drogheda.

Dublin.—Skerries.

Wicklow.—Wicklow, Arklow.

Wexford.—Cahore, Wexford, 1, Rosslare Fort, 2, Carnsore.

Waterford.—Tramore, Dungarvan, Ardmore.

Cork.—Youghal, Ballycotton.

Mayo.—Westport.

Some of the important services rendered by the life-boats of the Institution during the year which has just closed, has its own significance. It tells with unmistakeable accuracy, and with a fidelity that is too thankfully felt in many a sailor's home, that *Two Hundred* of our fellow-creatures have been rescued during the past twelve months, from what may be considered an almost certain death; for it should be borne in mind, that the majority of these life-boat services were of such a character that could not possibly be performed by any other human agency. Let us give one such illustration out of many. A few weeks ago it blew a heavy gale off Lyme Regis. About eight o'clock at night the alarm was given that a vessel was in distress in the offing. It was pitchy dark, indeed the intense darkness, the strong gale, and the heavy surf on shore were enough, said the Mayor of the town, to appal any men entering the life-boat. After some short delay, however, the boat was manned by a gallant crew—her coxwain, Thomas Bradley, from the first

being early at his post. Tar-barrels were lighted up on shore, and the boat proceeded on her mission of mercy. So truly awful was the night, that nearly every one on shore believed she would never return again. After baffling the fury of the storm, and after an absence of about an hour and a half, the life-boat did return, laden with the shipwrecked crew of three men belonging to the smack *Elizabeth Ann*, of Lyme Regis. The inhabitants of the town were perfectly amazed at the life-boat's performances, and the no less daring behaviour of her 'skilful coxwain and crew.

This case alone shows the inestimable value of the National Life-boat Institution; but how much more might be said of the services it has rendered throughout its long career of usefulness, to what may be called the private and hidden circles of our life.

In addition to the 200 persons saved from a watery grave by the life-boats of the Institution, during the past year, they also went off 40 times in replies to signals of distress from vessels, which afterwards had either got out of danger, or had their crews rescued by other means. Life-boat crews also assembled in stormy weather on several occasions, both during the day and night, in order to be ready for any emergency that might arise. For these valuable services, the total amount paid was £792. On occasions of service and quarterly exercise, the life-boats were manned by upwards of 5,000 persons. All the life-boat services took place in stormy weather, and frequently in the dark hour of the night. Surely, then, such an Institution, with 108 life-boats under its charge, devoted to such worthy and comprehensive purposes, need not appeal in vain. Much has been done, but much yet remains to be done. Munificent donations from the wealthy few have poured in, in some cases, the establishment of a perfect station having been presented; but it is from the contributions of the many, and the endowments of the humane, that such an establishment must derive its vitality and future power to keep up its immense life-saving fleet.

We trust that the National Life-boat Institution has only to be more generally known to be placed upon a more permanent and extended footing. We must yet expect before the winter is over, to hear the roar of many a raging storm, and to read a few days after, of many a fearful wreck. Surely it would be a cheerful thought in the breast of any of us, as he listens to the one, or peruses the other, to know that he has fulfilled one of the many duties assuredly required of us, by having sent his mite to the office of the Institution, No. 4, John Street, Adelphi, London.

The following are Extracts from the Life-Boat Rules of Management:—

“ Each Life-boat to have a Coxswain Superintendent, with a fixed Salary of £8.”

“ The Life-boat to be regularly taken afloat for exercise once every quarter, fully manned and equipped, so that the Crew may be familiar with her properties and proper management. On every occasion of exercise, the men are paid 5s. each in stormy weather, and 3s. each in fine weather; and on every occasion of going off to a Wreck to save Life, each of the Crew receives 10s. by day and 1l. by night, and equal shares of any Local Sub-

scriptions which may be raised to reward any special act of gallantry and exertion."

"The Crew are provided with Life-belts. The Coxswain is required to keep a list of all the Life-Boat Stores, which are to be examined once a quarter by the Local Committee, in order to their being repaired, or re-placed if in the least degree in a doubtful condition.

"The Life-Boat to be kept on her Carriage, in the Boat-house, with all her gear in her ready for use, except articles which require to be secured from damp. Signals are agreed upon for calling the Life-Boats' Crews together; immediately on intimation of a Wreck, or Vessel in distress, the Coxswain is to muster his Crew, launch his Boat, and proceed to her assistance."

"The Local Committee to make quarterly inspection, and Report to the Institution as to the behaviour of the Boat during exercise, pointing out any defect that may be remedied, and offering any suggestion that may conduce to the efficiency of the service."

By these arrangements the Institution hopes to have efficient Life-Boat Establishments all around the coasts of the United Kingdom.

Editor's Locker.

THE SUMMARY OF WINNING YACHTS.

Brighton, Jan. 5th, 1861.

SIR.—In your summary of Winning Yachts in the present number of your Magazine, you have omitted altogether the Royal Southern Regatta, of the 3rd August, in which my vessel, the "Amazon," beat the "Audax" by three minutes and a half, winning £40. As she only started twice this year, and you have given the match in which she was beaten—viz. the R. S. Regatta, of the 4th August, it is certainly due to myself as owner, to the kind friend who sailed her for me on both occasions, and to her captain and crew, that her success should be stated, particularly when matched against such a vessel as the "Audax." I therefore trust to your sense of justice to repair the mistake.

I am, &c.,

H. F. SMITH,

(Owner of the "Amazon," and your constant reader.)

To the Editor of H. Y. M.

THAMES SCHOONER MATCHES.

London, Jan. 22nd, 1861.

SIR.—While I equally regret with a "A Schooner Sailor," (whose letter

appeared in your last number), that the Royal Thames Yacht Club have been unsuccessful in getting up good schooner matches, I am far from agreeing with him, that handicapping would prove a satisfactory solution of the difficulty, so much depending on the state of the weather on the day of the race.

At the Royal St. George's Regatta last summer, at Kingstown, which your correspondent refers to, and where the schooners were handicapped for previous performances, the system certainly obtained a large entry. But I do not think that any one who witnessed the race, would say that the vessel to which the prize was adjudged, proved herself the fastest of the fleet, and if that is not the object of yacht racing, what is? If the principle be really a good one, surely it is applicable to cutters as well as schooners.

I am a strong advocate for doing away with shifting ballast, and think that if that were rigorously enforced at all matches, and a second, if not a third prize offered, it would go far towards promoting sport, as I am sure many yachtmen hesitate to incur the expense of entry money, extra hands, &c., &c., without some prospect of success—or at all events of reimbursement for their outlay.

I dare say many of your readers may look with contempt on the last view of the case, but I fear it is not without its weight.

After all, perhaps, until we get a schooner of nearly similar tonnage fairly to beat a certain other little schooner of about 59 tons, and which I believe to be the real obstacle to the success of schooner matches on the Thames, there will be little satisfaction to any one in winning a cup, otherwise than by the old system.

I am, &c.

To the Editor H. Y. M.

ANOTHER SCHOONER SAILOR.

A SEASON'S YACHTING.

Jan. 16th, 1861.

SIR.—In looking over the result of the season's sailing, I find it as follows, and as it may interest some of your readers, I here give an analysis:—

No. of days in "commission," that is to say from "fitting out,"	
to "laying up"	*115
No. of days in port or at anchor, 22 of which were owing to stress	
of weather	70
No. of days under sail, during 8 of which it was blowing hard .	45
Total No. of miles sailed	2,320

The cruising ground was the English and Irish Channels, and the Scotch waters.

From the above it appears that out of a four month's season, one month was bad weather, and the other three good, that on the average, the yacht was underway about three days, or 72 hours a week, and that the average number of miles per day was 52; but it must be noticed that the total of 2,320 miles is calculated from the direct distances from place to place, and that beating to windward is not taken into consideration

Yours faithfully,

To the Editor H. Y. M.

B.

* Days of 24 hours.

ROYAL MERSEY YACHT CLUB MATCHES.

Jan. 12th, 1861.

SIR.—Could you or some of your readers state the reason why the Royal Mersey Yacht Club have held no race worth speaking of since the Queen's Cup four years ago. Year after year they have but one little race of small yachts, while the Birkenhead Model Yacht Club have two or three races, and a Regatta, and the rowing club though unable to give a Regatta every year have always two or three Scratch races during the season.

The entries for the large yachts never seem to fill up, whether this is from the smallness of the prizes offered, or the bad arrangements of the time for the races, or the disadvantages of the Mersey as a yachting station, or the little interest taken by the people of Liverpool in the sport I cannot find out; but cannot help thinking that if the committee of the R.M.Y.C. would only put their shoulders to the wheel, the love of yachting would soon return; they do not seem to care about the matter, only advertising their races in one Local paper, and have only one steamer for the exclusive use of the Members and their friends, so that the mass of inhabitants have no idea that there is such a thing as a race to be seen, and strange yachtsmen are annoyed at the little interest taken in them.

I cannot help thinking that if the R. M. Y. C. would correspond with the Irish Clubs in good time, arrangements might be made to have a race here between the Belfast Lough and the Kingstown Regatta.

Yours truly,

To the Editor H. Y. M.

A LIVERPOOLIAN.

MEMORANDA OF CLUB MEETINGS.

Royal Southern Yacht Club.—This Club held a general meeting on Jan. 9th, Admiral O'Brien, the Vice-commodore presided, when the report of the financial affairs showed that the Club was in a much better position than it had been for many years past; and the gallant Chairman in making that announcement said—"that various injurious reports had been circulated, not only as regards its solvency, but even as to its existence. In changing from their late to their present quarters in October last, they possess all the advantages they had in their late residence, together with a reduced annual subscription from five to three guineas, with an entrance fee of three guineas, and there was every reason to expect from the addition of new members, that had been already added since the reduction, that a further increase to their present number would be the result. The Club was now free from debt, and the balance had enabled them to have a new billiard room erected for the use of the members.

The prosperity of the club is very pleasing, not only to the members, but to yachtsmen generally, as certainly, to state the facts, the Royal Southern was not considered in the most flourishing state, and the want of energy

was in a great measure the cause of its decline. Now an infusion of fresh blood having been introduced, we may hope fresh spirit will also accompany it.

Royal Thames Yacht Club.—On the 9th Jan. an influential meeting was held at the Club House, Albemarle Street, at which R. Green, Esq., the Vice-commodore presided. After the report of the December meeting, and that of the Committee were confirmed, the treasurer, J. Hutchons, Esq. announced the financial state of the funds on the 31st of December, (after payment of all expenses) that 599*l.* was the floating capital, and in addition to which they possessed funded property to the amount of 3,000*l.* This is "going ahead" with a flowing sail, and if this Club is not No 1 on the list, it certainly is A1 in pecuniary and numerical strength. Nineteen additional members were elected. During the evening, a letter was read from Col. H. Brown, (Plover yawl), advocating the desirability of measuring racing yachts per area of sails, as proposed by the late Philip Marett, Esq., which after an animated discussion, was ordered to be inserted in the circular announcing the February meeting, which will be held on the 6th inst.

The Ball will take place on Valentine's day (the 14th), at the Hanover Square Rooms; and the following gentlemen have the issuing of tickets:—Messrs. Barber, Baylis, Britten, Cooke, Harvey, Hutchons, Harris, Hood, Kynaston, Rudge, Sutton, and Wilkinson.

Royal London Yacht Club.—Monday, 21st., the usual monthly meeting was held, when the worthy secretary, J. Gregory, Esq., was unanimously elected. The treasurer read the report of the financial affairs of the Club, which were in a flourishing condition; after some further business several gentlemen were elected members of the Club.

Prince of Wales Yacht Club.—The monthly meeting of this Club was held on the 10th ult. at the Freemasons' Tavern, Great Queen Street, Lincoln's Inn-fields. The minutes of the previous meeting having been read and confirmed, Mr. Van Neck, on the ballot list, was elected a member. The treasurer read the report from the auditors of the accounts for the past year, which was unanimously adopted (the balance being a good one). A letter was then read from the Vice Commodore, resigning his office, which was ordered to be entered on the minutes, and will be entertained next meeting, and some gentlemen were proposed for election at the next meeting.

YACHTING INTELLIGENCE.

The *Spray*, cutter, 83 tons, o.m. built by Inman of Lymington, appeared in our List in 1852, under the ownership of J. E. Cox, Esq., R.T.Y.C., who made many successful cruises in her. In 1854 she became the property of that excellent yachtsman J. A. Longmore, Esq., one of the Honorary Secs. of the R.E.Y.C., and remained in his possession until he purchased the *Paragon*, cutter, 44 tons, last season, when the *Spray* was purchased by Duncan M'Pherson, Esq, for his son, the Commodore of the Derwent Yacht Club, Hobart Town, Tasmania. She underwent a thorough overhaul pre-

vions to commencing her long voyage to Australia, and sailed from the Clyde on Wednesday the 5th of September last, in charge of Captain Wyse, who has already become well known to yachtsmen through the medium of *Letters from High Latitudes*, having commanded Lord Dufferin's schooner *Foam*, during her cruise to Spitzbergen and Jan Mayen. She arrived at Madeira after a rough passage of 14 days. The next news of her is from the Cape of Good Hope where she arrived on the 11th of November, after a favourable passage of sixty-three days from the Clyde, Captain Wyse appears to have been much pleased with his little craft, as also with his crew. He remained seven days at the Cape to give his men a run ashore, which, to use his own graphic words, they well deserved, "cooped up from morning till night, and the water washing over them; no place for shelter, and always sitting down and holding on." Captain Wyse seems to have crossed the Line farther to the eastward than is usual, and doubtless had much head wind and heavy seas to contend with, which accounts for the wetness of the voyage. He was to leave on the 19th of November for Hobart Town, and we hope ere long to be able to chronicle his safe arrival there. Should he succeed in taking this little vessel safely out, he will, we think, have fairly earned a duplicate of the gold chain Lord Dufferin alleges he was so fond of wearing—a chain earned, it may be remembered, by his taking a small steamer from the Clyde to Australia under circumstances of great difficulty, and sticking by her when her plates gave symptoms of parting, and her wished to desert her. We look forward with much interest in the safe arrival of this little vessel, as we are promised the log by an old and much respected correspondent.

The *Diana* schooner, 80 tons, Sydney Walker, Esq., was at Marseilles, on Jan. 18th. She was hove-to nine days in the Bay of Biscay, during the great gale of December, and proved herself an excellent sea-going vessel.

The *Myth* schooner, 122 tons, F. C. F. Gascoigne, Esq., left Malta on the 3rd Jan. for Alexandria.

The *Gem* schooner, 150 tons, Sir A. Bannerman, arrived at Gibraltar, on the 27th Dec., and sailed next day to the eastward.

NOTICE TO CORRESPONDENTS.

SUMMARY OF WINNING YACHTS.—We regret to have to acknowledge that our account given last month was incorrect, however we will endeavour to make amends for the errors by giving an extra sheet, with the true account, in our next number (March).

W. T. "Would feel much obliged by any of the readers of the Magazine stating the reason why the *Aura* had such bad luck last season?"

All communications must be addressed to the Editor, 6 New Church St. N. W.

HUNT & Co. Printers, 6 New Church Street, Edgware Road, N. W.

HUNT'S YACHTING MAGAZINE.

MARCH, 1861.

YACHTS AND YACHTING*

BEING A DESCRIPTION OF THE BUILDING, MASTING, RIGGING, SAILING AND
GENERAL MANAGEMENT OF YACHTS.

Erratum in Chapter xv. at conclusion, *for* "taken in rotation," *read* "taken in relation."

CHAPTER XVI.

THE yachtsman who will give a little careful consideration to the subject of masting, cannot fail to perceive the immense influence the proper disposition of the mast or masts must exercise upon the performances of a vessel; upon the first trials of a yacht are based the opinions as to whether she is fast and weatherly, and very oftentimes I fear a goodly little ship has fared ill at the hands of her critics, from the misplacement of her crop of sticks; it would be very interesting to know how many vessels have been tried, and altered, and retried and altered again; and of these how many have had proper and correct draughts on board showing their centres of buoyancy, of lateral resistance, and the effort of their sails. How often do we see and hear of these alterations being made in a new vessel, and are such points as the above ever mentioned in relation to such alterations? Which of us have not watched with eager anticipation the fiat of some first rate judge of the good points of a yacht, and regarded him in the light of a sage as he gravely shook his head and pronounced, "her mast must be shifted!"—not one word more—that is

* Continued from page 56.

quite enough for some of us without seeking any further information on the subject: we wont oftentimes take the trouble of asking ourselves a simple question "the reason why!" It is assumed that our friend A, who has been yachting all his life, cannot err,—he has been on board the yacht whilst underway, has steered her, pronounced his opinion, and he cannot be wrong: friend B, another excellent yachtsman, comes after A, hears the opinion formed, has an experimental cruise, and thinks with A too; "certainly shifting the mast would improve her!" Two good judges having thus pronounced that the position of the mast is the seat of error, it is shifted accordingly at hap-hazard; now is there the slightest probability of its having been done so with advantage? by the merest chance the happy medium may be hit upon, but the chances are 10 to 1 against it.

What after all if the masting have nothing whatever to do with the faults complained of? but no—this could not be, for both A and B concur in opinion that it can only be the mast.

Now if the reader will refer back to plate 5, chapter IV. he will find there one of the most fertile sources that can exist for causing a vessel to steer and perform badly; in this plate diagrams are given of two vessels, one with flaring quarters, the other with her quarters neatly rounded up; here therefore we have an example of what is technically called "the inequality of the lines of immersion and emersion;" which simply is that the lines of the quarter above water do not harmonize with those beneath, and that when the vessel careens to a strong breeze a greatly increased water line, called the "Inclined Water Line," is submerged, and this being fuller than it should be at the quarters of the vessel, creates a huge wave: this wave being carried along with the vessel causes a drag upon the quarter under which it appears, just as if a hawser or a chain cable was towing overboard from it: in consequence of this drag aft the vessel requires lee helm according as she inclines, but immediately that the pressure of the wind ceases, so as to allow her to sail at a less inclination, and thus lift this faulty water line out of the way of doing harm, she again gives wholesome obedience to the tiller, and the faulty performance resultant upon an error in the construction of the hull is very apt wrongly to be attributed to the spars.

Of all the difficulties that beset a yachtsman's path, perhaps there is none more bewildering than the system, or rather systems, of placing a yacht's spars: almost every builder has a theory of his own

upon the subject, either adopted partly from some existing system, and modified according to circumstances ; or else a combination of systems such as may suit his ideas, but perhaps have no relation whatever to the form of the yacht to which they may be applied. In this way is much mystery engendered and perpetuated, and in fact it may be said that this mystery is not confined to the question of spars alone, but casts its baleful cloud over many other matters connected with yacht building and sailing ; a mystery which can only exist from motives of self interest in some cases, in others from sheer ignorance, and in many from a dogged resolution of following old custom, and a reckless determination to ignore all improvements.

In the state of transition which the science of Yacht Building has of late years been, and may be said still to be in, this mystery of sparring has been disporting itself most fantastically ; we have seen vessels with knife-like entrances sparred apparently without the slightest regard being had to the sweeping alteration that modern improvements have effected in the shape of the hull ; the old "cod's head and mackerel's tail stern" did well with sticks so placed, and accordingly when both ends of the ship became revolutionized in shape, and the "mackerel's tail and cod's head" had changed places, masts were stepped as of old, without any reference to the totally different circumstances under which the modernized hull met with and overcame the resistance of the water. Masts were placed in sharp ships where there was no hull to support them, and good wholesome vessels received the name of wet dangerous boats, solely from the fact that in our eagerness to embrace the novelty, we took neither the care nor trouble to become acquainted with its principles and peculiarities. It is in respect to this I think our builders and yachtsmen have been steering remarkably wild, and that instead of looking in the proper place for the failures that we complain of, we have attributed them to causes that have led us still further into error, and possibly useless expense, without the most remote probability of even blundering on ultimate success.

Would a man who had to carry a heavy weight for a considerable distance, sling it at the further end of a stick placed across his shoulder, and then hope to husband his bodily strength for surmounting the inequalities of his path, and at the same time enable him to accomplish his journey with the greatest possible speed. And yet this is what is practically done in the sparring of many

vessels. It may be said that there is no analogy between the movements of a laden man on land and those of a vessel in the water, but if the burthen on the man's back is not so placed as to enable him to carry it to the best advantage without crippling his powers of travelling with ease to himself, he wont travel at all; and if the vessel is not enabled to meet and overcome the resistance of the water, which impedes her progress, without being dragged one way by her canvas and another way by her rudder, neither will she travel either; at least so as to realize the hopes of her constructors.

In order to arrive at a correct understanding of the object we are desirous of accomplishing, viz. the most effective system of placing a vessel's mast or masts, so that the canvas set thereupon may propel her at the greatest attainable speed, and to the best advantage under all circumstances of wind and weather, it is necessary that two or three particular points should be kept prominently in view,—with regard to the canvas and with regard to the hull: first then let us remember that every sail, no matter what its size or shape may be, when acted upon by the wind, has its “centre of effort;” or, as a distinguished writer on naval architecture, more correctly defines it, “centre of propulsion.” To use a homely, and I trust not inapt illustration of this centre of propulsion, I may assume that many of us have not forgotten the pastimes of our boyhood, and amongst them that of sending up mimic balloons made with a square of silver paper, having threads brought from each of its corners to a centre, suspended from which was a cork attached to a single thread, by way of a body to be carried by our ærial craft. Now that single thread represented the centre of propulsion of that sheet of silver paper, and the cork the hull of our vessel; or in other words the power of the wind exercised all over the whole sheet became, so to speak, concentrated at this point, and thus carried our cork away.

Thus it is also with the sails of a vessel, no matter how they are spread to the wind, each and every one has its centre of propulsion, but unlike the balloon, each has not its special cork: there is a common cork for them all to tug at, and this common cork is the hull of the little ship; this common cork therefore involves a common centre of propulsion, so that no matter what may be the number or locality of a vessel's sails there is one common centre, at which all their efforts are united, and this is called, *par excellence*, THE centre of propulsion, or centre of effort of the sails. .

Secondly, with regard to the hull,—every vessel modelled for high speed, has as small direct, and as large lateral displacement, as is consistent with stability and the requisite draught of water fore and aft. When this vessel, therefore, is close-hauled upon a wind, the water resists her large lateral displacement, and prevents her drifting in the direction the wind blows, and her direct displacement in the direction of her keel being comparatively so small she glides ahead at an acute angle with the wind, and this constitutes her weatherly ability, or power of sailing near to the wind; the possession of which in a large degree constitutes the best quality of a vessel.

I use the term lateral displacement in a relative, and not in a positive sense, as displacement implies the cubic space occupied by the hull in length as well as in breadth, but I think it is a more appropriate term than “lateral resistance,” as in reality it is not the vessel that resists progress in the direction that the wind is blowing, but the water, which acts as a wall of fluid, if I may so term it, under her lee, and will not allow the passage of so large a surface in that direction, but drives her across it transversely in the direction of her least displacement, viz. that of her midship section. To familiarly bring home to our mind the effect which this wall of water has in driving a vessel to windward, let us take the blade of a knife or the blade of an oar, and endeavour to drive it through water with its greatest surface presented to the action of the water, it will be found that the water will pile up and resist it in a most remarkable way, and that no matter how firmly we hold the knife or the oar, it will have a tendency to fly to the right or to the left, in the direction of its least displacement, that of the edge.

Now this lateral displacement of a vessel has in relation to the power of the water a common centre, similar to that of the sail acted upon by the wind, and this centre is called the centre of lateral resistance, or to use my term, the centre of lateral displacement, and here then are two principal points in the sails and the hull, to which I would beg to draw earnest attention. On the centre of lateral displacement a vessel oscillates laterally just as the beam of a scale oscillates on its fulcrum: when she is close-hauled, and the sails so distributed that precisely the same amount of their effort may be exercised forward of this point as aft, then the centre of propulsion of the canvas coincides with the centre of lateral displacement of the hull, a harmonious combination is effected, and the best efforts of both are directed to a common object—that of sending the vessel

ahead with the greatest speed, and the utmost powers of both are concentrated; but if on the other hand the centre of propulsion and the centre of lateral displacement do not coincide, then the former must be either forward or aft of the latter; if it is forward the head of the vessel is forced to leeward, and she will require a lee helm to make her go in the direction she ought, and consequently propelling power is lost, her speed retarded by the rudder, and she will have a strong tendency to drift to leeward: if it is aft she will require heavy weather helm to keep her likewise on her proper course, and prevent her griping, or eating into the wind; and in this case it is a contest between the rudder and the canvas to see which will obtain the mastery; the result of which is that her speed is materially interfered with, that the canvas is a strain upon her, the rudder a drag, and she is altogether astray.

But there is a third point still, yet which is as equally important as the other two, and involves the most vital quality of a good vessel, namely her stability. This is the height of the centre of propulsion of the sails above the Load Water Line of the vessel. This brings the consideration of the other points of sailing, viz: "free, and with the wind aft," before us. It will be well therefore to bear in mind that as well as finding the longitudinal position of the centre of propulsion of all the sails, we have at the same time to determine the height of that point above the Load Water Line.

As a vessel oscillates laterally upon her centre of lateral displacement, so also does she oscillate longitudinally upon her centre of gravity of displacement: now the centre of gravity of displacement must be properly understood, for many scanning the term might be disposed to consider that this centre and the centre of gravity of the vessel is one and the same; on the contrary they are widely different: the centre of gravity of a vessel is the centre where the weight of her hull, spars, rigging and sails is concentrated, and may be called the centre of absolute gravity; but the centre of gravity of displacement is the centre of that body of water which is displaced by the hull of the vessel from her Load Water Line downwards. The centre of absolute gravity tends to push a vessel down in the water, and the centre of gravity of displacement to push her up, and this property of the latter acts at the point called the Meta Centre: as every vessel displaces her own weight of fluid, therefore these two forces hold each other in equilibrium.

The absolute centre of gravity of a vessel can be but approximately

ascertained, its position however is sufficiently defined to know that when a vessel floats upright and at rest, it is in the same vertical as the centre of gravity of her displacement: the centre of gravity of displacement, or as we will call it the "centre of buoyancy," can be accurately defined by Mathematical Calculation; but for general purposes we may assume that in all well proportioned vessels it will be at, or near to, the greatest transverse section of the vessel, *i.e.* the midship section, or somewhat before that locality; but should we aim at perfect accuracy it must be calculated, and to achieve complete success it is doubtless the best plan too.

Except under certain circumstances which I shall hereafter refer to, the centre of propulsion of the sails should be placed as nearly perpendicular to the centre of buoyancy as possible, and if the centre of propulsion, centre of buoyancy, and centre of lateral displacement can be brought nearly to coincide, we may assume, every other requirement being complied with, that we are getting near perfection for the attainment of high speed, easy performance and the preservation of stability. Of this latter quality however I must now speak; every yachtsman has no doubt read and heard of the Meta Centre; now this point may be understood to be that at which all the efforts of the hull are united to keep the vessel in a perpendicular position, this point can be found also by calculation, but at best the result of this calculation, is like that for absolute gravity, only approximative, therefore we must seek to confirm the calculation for establishing the location of this point, both by experiment, and comparison with vessels of known good qualities and reputable performance, in order to know the amount of stability possessed by our vessel.

I have said that a vessel oscillates longitudinally on her centre of buoyancy, and that if possible the centre of propulsion should be placed perpendicular to this centre of buoyancy. Now if the centre of propulsion of the sails be placed too high, and that the vessel is sailing with the wind free or dead aft, the pressure of the wind on the sails being more powerful than the resistance of the water at her bows, she is buried by the head, her stern is lifted out of the water, she cannot sail upon her proper water lines, and of course her speed and obedience to the rudder is considerably injured, besides being made crank and dangerous. If on the contrary the centre be too low the resistance of the water at the bow overpowers the force of the wind, and the pressure of the water being at right angles to the

bow, the latter is lifted up, and in consequence the stern is depressed, the vessel "squats" in the water, and a corresponding derangement of the proper sailing lines ensues.

From these circumstances we see that the longitudinal and vertical position of the centre of propulsion of the sails, the centre of lateral resistance, or "displacement," and the centre of buoyancy, is the great points to be determined, in order to complete the fabric we have designed; and we may also assume that we may to a great extent be guided in fixing the height of the centre of propulsion by determining it in reference to a vessel's performance off a wind; and in determining the area of sail in connection with it by reference to her performance when close-hauled.

It is by means of the sail draught therefore that the proper position for the spars of a vessel can be best determined, and in making this draught it is best to confine it to the three lower working sails of a cutter, or schooner, because it is under these sails that her best qualities are likely to be called forth in heavy weather.

I have known instances where before ever the position of the masts were thought of, the plans for internal accommodation were studiously considered and arranged; and afterwards when it was recollected that perhaps after all a mast might be requisite, its proper position was sacrificed to the attainment of a gorgeous state saloon; in fact it was not to be thought of that the mast should obtrude its ungainly bulk amidst the fair proportions of the daintily decorated cabin. Elegance of arrangement in accommodation is very requisite, and all very well when it can be accomplished without involving the loss of qualities, that under peculiar circumstances might also involve the loss of life. Another source of error, and not an unfrequent one between Builders and Yacht Captains, is the getting a proper spread for the rigging; "Here I must have my mast, or I shall have no spread for my rigging," says the yacht captain. No doubt it is essentially requisite to obtain this spread for the proper support of the mast and sails; but at the same time a few inches more width in the channels will not prove one-twentieth part so injurious as the improper disposition of the canvas.

CRUISE TO THE NORTHERN LOCHS OF SCOTLAND.*

We left Loch Broom on the 19th July, passing the Isle of Martin, which is much frequented by fishermen during the herring season, and affords excellent anchorage, and perfect shelter. At the entrance of it is a promontory, or point of land, marked in the Admiralty Chart with the Gaelic name "Ru na Caddel," or sleeping point, which name it acquired from the circumstance of fishermen, in fine weather, being accustomed to bask upon its heathery banks during the day, whilst waiting for the proper time in the evening to cast their nets; the labours of the previous night having predisposed them to sleep—a great number may be seen at times enjoying refreshing slumber, and we may hope pleasant dreams.

Proceeding onward, we again passed "Summer Isles," which had so perplexed us on our way to Ullapool; but this time we regarded them as familiar acquaintances. We next passed the mouth of Little Loch Broom, but of which we got only a glimpse; it is, however, considered to be very interesting, and safe to navigate, but not being in our programme, we passed on to Loch Ewe, which we reached the same evening. Wind falling off as we passed Ru More, we had a good opportunity of viewing the scenery as we proceeded up the Loch. About midway is Ewe Island, a picturesque and cavernous looking rock, on which sea birds were congregated in great varieties, specimens of which were shot by one of our party, who went out in the yacht's boat, amongst which were the Cormorant, the Puffin, and the Guillemot. After passing Ewe Island, the scenery became quite enchanting;—mountains bold, rugged, and diversified, and of considerable altitude, forming the back ground of the picture, with several ranges of lesser magnitude in front; presenting as many distinct gradations of distance and varieties of tint. Nearer still, a white cottage or two, were visible, and the light blue smoke from the yet invisible village of Poolewe curling behind them. On our right, as we approached the bay, a number of dark objects were observed, dotted amongst patches of bright green, bearing a decided resemblance to Peat stacks. Some of our party were however of opinion they were bothies, but even by the aid of the telescope we could not have decided the question, had not smoke been observed to ascend from a few of them. Like Sambo, who made the wonderful discovery, that "Cæsar was berry like Pompey—'ticular Cæsar," we came to the conclusion—that Bothies are berry like Peat stacks—'ticular Bothies. They are very numerous and the

* Concluded from page 64.

little colony is named "Naast," near to which is a "nasty" reef of rocks, covered at high water, to which it is desirable to give a wide berth. In other respects, there is nothing to render the navigation unsafe, being generally deep and clean. A fishing line which was allowed to drag as we proceeded, on being drawn up, brought with it a small branch of coral, and if we had been prepared with a proper drag, it is probable we might have obtained some curious marine specimens. We dropped anchor about the centre of the bay, near to where the river Ewe debouches into the loch, and in close proximity to the village of Poolewe.

We went ashore the same evening, and made arrangements for visiting Loch Maree. On the following morning we set out, with a basket of provisions, accompanied by one of the crew to carry it.

The distance from the village to the point where we embarked on the river Ewe, is about one mile, below which it rushes in a wild and impetuous torrent over rocks and boulders, rendering it unnavigable. A boat manned by four hardy highlanders, was awaiting our arrival, as arranged the previous evening. It was, by no means, a desirable conveyance as to appearance, being large, cumbersome, and unwieldy, but was the only one procureable. It had evidently been out of use a very long time, stagnant water having vegetated at the bottom. On our way to the boat, we passed near to some wretched looking bothies—similar to those which had attracted our attention the previous evening, and a nearer view did not give us a more favourable opinion of them. They were constructed in the rudest possible manner, having only one entrance, through which the cow, if the owner possessed one, and every other living animal belonging to the establishment must necessarily pass, and find shelter under the same roof. A hole, for light and air, was left in the wall, but was partly or entirely filled with turf sods, removeable at pleasure,—the whole affair being more suggestive of wig-wams, than habitations for civilized people. When fairly launched upon the river Ewe, a change came o'er the scene, as delightful as it was unexpected; the winding course of the stream bringing to view ever varying pictures, embodying every desirable combination which the most fastidious of artists might desire. On the banks of the clear stream, gleaming with the sun's rays, as it gently meandered in its course, a patient angler was playing skilfully with a salmon, which he successfully landed, and it appeared to be of goodly proportions.

Through vistas, formed by overhanging birch trees, might be seen lofty crags, on ledges of which a solitary fir tree would be growing. Hovering about were sea birds, which had probably built their nests in

the vicinity, away from the haunts of man. In the back-ground the dark grey mountain reared its lofty peak. At one time, the scenery reminded us of that of the lower end of Loch Lomond, but when upon the broad loch, all other objects were forgotten—all ideas of comparison ceased, and our attention became concentrated upon the scene around us—the beauty of which put in abeyance every other feeling. On every side were mountains of considerable elevation, and of the most picturesque character ; from the ravines, and gullies of which, innumerable streams descended to feed the loch with waters pure as crystal, some of them falling from the higher points forming cataracts of extraordinary beauty. Picturesquely placed in the loch, are more than twenty Islands, some of which are of considerable extent, well wooded, and covered with luxuriant vegetation. On one of them, “Eilean Maree,”—or, island of Virgin Mary,—we landed, and partook of our pic-nic ; after having dispatched which, we explored the island, accompanied by one of the boatmen, the only one who had any pretensions to a knowledge of the English language, which being very deficient, we could not communicate freely or very intelligibly. He conducted us to the site of an ancient burial place, the rude gravestones of which appear to have been very long undisturbed—time having effaced any record which may have been originally placed upon them, except in two instances, in which, the form of a cross is barely traceable.

It is said that a chapel, dedicated to the Virgin Mary, once stood on the site, from which the name of the island is supposed to have been derived. The burial ground has, evidently been formerly enclosed, the remains of a boundary wall being apparent, and the entire of the enclosure appears to have been covered with gravestones—from which we concluded that no chapel had ever existed within it. We examined outside the boundaries, but did not find any remains, which might be taken as evidence of any building having ever been in existence. It is, however, possible that some remains may be there, but concealed by overgrowing vegetation. It appears most probable that it has only been used as a cemetery. Near to the boundary wall a “Holy well,” now dried up, was pointed out to us, which was formerly resorted to by the sick and maimed, under the belief that its water contained some extraordinary healing or curative properties. A number of votive offerings are still visible near to the well, which have been left as memorials of their efficacy. On the trunks of adjacent trees may be seen, a considerable number of copper and other coins, inserted in them. Some are nearly concealed by the overgrowing of the bark ;—others are entirely covered, and are only distinguishable by protuberances. There are also

some small bits of wearing apparel remaining, attached to the trees by nails, which have been driven through buttons. Some of the memorials are a considerable height up the trees—to which they have, no doubt, been elevated by the growth of many years.

The well is situated within a few yards from the burial ground, quite near enough to have become tainted with its impurities. Whether they added to the medical efficacy of the water, or whether those who partook of it were healed by it, or whether a superstitious faith effected the cure, must ever remain a matter for conjecture.

We called the attention of our guide to the fact that there was no water in the well, and enquired from him if any ever flowed into it,—on which he looked quite serious, and gravely informed us that it had been dry about twelve years; that previous to that time, there was an unfailing supply—but which suddenly ceased, after a shepherd's dog had been immersed in it; which having shown symptoms of madness, the owner—acting under the impression, that the application of its waters might prove remedial—as it was reputed to be, in cases of insanity in his fellow men, made an experimental trial upon his collie; but the hydropathic treatment, he informed us, only aggravated the madness of the dog—and that it was killed upon the spot.

From a rock on the mainland, near to the island, a view of the upper end of the loch is obtainable, and a more beautiful sight could not be easily imagined. The whole length of the loch is said to be about twenty miles. Several high mountains rise almost perpendicularly from its margin, from which they are inaccessible; one of them, "Sliabach," or mountain abounding in extensive heaths,—exceeding three thousand feet in altitude, is a prominent and interesting object. We returned to Poolewe, much delighted with our visit to Loch Maree, and well pleased with the civility of our boatmen, as well as with the reasonableness of their charge; which was very small for the services of four men, and use of boat,—being only six shillings—or at the rate of one shilling per hour. There being two shops in the village, we expected to be able to obtain a supply of ordinary comestibles, we learned, however, that there was no flesher or baker in the village, the inhabitants being supplied with bread by a baker from Dingwall, about forty miles distant, who visits them fortnightly, and having been there the day previous, none would be procurable until his next visit. We obtained a supply of Glasgow made biscuits from the grocer, and eggs at five-pence per dozen. We also purchased a couple of well grown chickens for five-pence. Being short of coals, we endeavoured to procure some from the shopkeepers, which they declined to sell, but informed us we might

possibly obtain some at the shooting lodge of Sir Hector Mackenzie. Our application was successful, the house-keeper giving us what we required,—and at the same time, informed us she had Sir Hector's permission to supply any want or deficiency to yachts calling at Loch Ewe.

The River Ewe has long been noted as a first-rate salmon stream, as many as twenty having been killed by one rod in the day, and was a favorite resort of Sir Humphrey Davy, one of the most enthusiastic of anglers. Immense numbers are taken at the mouth of the river, by means of cruives, or traps, when ascending or descending the stream, and are at once carried to a preserving house near at hand, and by some process, prepared for exportation to foreign markets. They are packed in air-tight tierces, and forwarded twice or three times in the week, to Aberdeen, by fast sailing cutters, specially engaged in the traffic—whence they are re-forwarded to London—and elsewhere. It is said, however, that the supply of salmon, although considerable, is yearly diminishing, and that, in all probability, if the same destructive system be continued, salmon may become as scarce there, as in other places, where traps and cruives have been employed.

We left Loch Ewe on the 22nd July, for Loch Torridon, which we did not reach until about four o'clock the following morning, having been becalmed for some hours during the night. We dropped anchor in the bay of Shieldag, behind the small island of that name, where we found good holding ground, and a moderately sheltered position. After an early breakfast, we went ashore, and engaged a fisherman to conduct us to the summit of a mountain overlooking upper Loch Torridon, which we deemed it imprudent to enter with the yacht, the entrance to it being very narrow, and difficult to navigate,—except at high water,—and with a leading wind; and, consequently, being uncertain when we might get out, if once within the loch, we contented ourselves with a bird's-eye view of it,—and a most charming view we had—it was truly magnificent!

The portion of the loch first entered from the sea, is Loch Torridon Proper, which may be about four miles long, and as many broad, it then becomes considerably narrower, at which point Loch Shieldag is entered by the right—and upper Loch Torridon to the left. During our stay there, we perambulated the village, and visited several of the fishermen's bothies, to some of the aged occupiers of which we presented tea, and tobacco, which were much prized by them. One auld wife insisted upon presenting us with three dozen eggs, which she procured from a large "kist," which, in most Highland dwellings, is the principal, and often, the only piece of furniture. By a furtive glance into it, whilst she held

it open, we perceived that it was a real omnium-gatherum, and, probably, contained all their worldly stores ;—which might be found a great convenience in the event of a conflagration, which are not unfrequent—as it might be easily dragged out—when they might sit upon it, and calmly watch the result. There is an established Church in the village, and a manse, with a resident minister, but which have been abandoned by the inhabitants, in favor of the Free Church—except in a very few instances. Strange to say, there is no Free Church in the locality, nor any building, which might be even temporarily used for public worship ; and stranger still, the place is rarely visited by a Free Church minister ; when one makes his appearance it is quite an important event, and an extraordinary number attend, coming from great distances, over mountains, and across lochs.

The services are held in open air, amongst rocks on the mountain side, the only shelter being an erection not larger than a watchman's box, from which the preacher holds forth.

It is a strange infatuation to deny themselves the kindly services, and religious instruction, and consolation in times of trouble, of their appointed minister, whilst unprovided with a substitute—and simply because they themselves have not the power to appoint ! but so it is, and with the exception of a very few sabbaths in the year—they never attend public worship.

The whole of the locality of Loch Shieldag is pre-eminently rocky and barren, although peculiarly picturesque. The inhabitants are very poor, being entirely dependent upon the herring fishery, which has, of late years, been inadequately productive.

In several of the dwellings we visited, we observed the spinning wheel, and wool in various stages of preparation. The women partly employ themselves by knitting stockings and socks for use, and for sale. In one dwelling, we noticed a primitive looking loom, in which was a narrow blanket, partly made. The border was formed of several colored stripes, the wool for which was dyed on the spot, the Highlanders having a knowledge of several native vegetable dyes, which have been handed down from generation to generation. It is truly surprising how anything can be made or kept of its original color, in the midst of perpetual smoke, so dense that one can, with difficulty, perceive the objects within their dwellings, it is, nevertheless the fact, that such can be, and is the case, as the cleanly white caps, and other articles of female attire, fully testify, when exhibited on sabbath days—or when “got up” for grand occasions. I will not, however, attempt to describe how they are scented, but it is not with lavender, or any cosmetique, procurable chez Rimmell.

There is a peculiar odour attaches itself to everything which has been subjected to the Highland but ; so much is that the case, that if a group of Highlanders approach within ten yards, the olfactory organs, at once, and unerringly, announce the fact. Even milk, which may have been procured from Highland bothies, has often been found undrinkable, in consequence of the peculiar and unmistakable *gout*. In one instance, the flavor was found to be too piquante for cabin consumption, and was sent forward to the fore-castle, but even there, it was found to be *un peu de trop*. One of the crew facetiously declined it on principle ;—having taken a temperance pledge,—he could not take anything strong. On our passage out of Loch Torridon, the scenery appeared to much greater advantage than when entering it. Betwixt barren rocks of considerable elevation, small cultivated patches presented themselves, on which, were solitary bothies, but in no instance did we see a human being near to them,—and if inhabited, no means of communication was discernible to indicate it—not even a boat was in sight. When leaving Loch Torridon, we passed a triple reef of rocks, at a considerable distance from land, which, being only a few feet above water we kept clear of. In the Admiralty Chart, the reef is called by its Gaelic name—“*Sgeir na trian*,” which well describes it.

We had a good run, and a stiff breeze, round Rona Island, and reached Portree early in the evening, where we found the “Gipsy Queen” at anchor, and were, shortly after, visited by the noble owner; which compliment we returned the same evening, when he politely accompanied us over his yacht, with the arrangements of which, its perfect order and cleanliness, and the perfection of its appointments we were much pleased. He informed us, they were bound for a cruise to Shetland, the Orkneys, Iceland, and elsewhere, a pleasure of which we could not help envying him. With such a yacht, choice *compagnons de voyage*, an efficient captain and crew, and everything calculated to make yachting pleasurable, one may be pardoned for breaking the commandment which forbids that unchristian feeling. The “Gipsy Queen” left Portree at day break on the following morning, for Stornaway, with our best wishes for a *bon voyage*.

We left a day later for Tobermory. On nearing Ardnamurchan, we experienced a little coarse weather, which, at one time, was rather threatening—we had, however, sufficient of it to cause a little squeamishness to some of our party, which furnished matter for jocularities. A preposition was made, and carried *nem. con.*, that an account of the position of the yacht, and condition of those on board, should be written and enclosed in a bottle—after having first disposed

of the contents—which was promptly done, and the following *impromptu* lines were penned by one of the party.

“ A gale has just commenced to blow,
I hear some smashing down below—
The deck we must be leaving ;
Our skipper talks of heaving-to,
If that be what he means to do,
One more will then be heaving.

“ Above are dark, and threatening clouds,
The wind is whistling through the shrouds,
The timbers too, are creaking ;
I wish that I could whistle too,—
I've tried, but that I cannot do,
I'm scarcely game for speaking.

“ Our yachters, now, are in a fright,
And fear before to-morrow's light
Her bottom may be knocking—
On some hard rock, ten fathoms deep,
Where we may soundly rest, and sleep
The sleep which needs no rocking.

“ Lest such might be our direful lot,
We mulled some wine, and drank it hot,—
Most grateful to the throttle ;
Then penned these lines, we now enclose,
Which might as well have been in prose—
And put them in this bottle.

“ If far away, or in the sound,
This precious *exvot* should be found,—
Pray give the intimation,
To friends residing at Dunoon,
And say we hope to send them, soon,
Still further information.”

The threatened storm passed away, and we had the satisfaction of finding ourselves anchored snugly in the little harbour of Tobermorey, the following morning, whence we took an early departure for Oban. After a day's sojourn there, we weighed anchor for the Clyde, *via* Crinan Canal, and in a few days, brought our cruise to a happy termination, after an absence of six weeks.

There is something inexpressibly captivating and gratifying to one possessed of suitable physical organization, and many feeling, when bounding over the gleaming waters, with a cool fresh breeze blowing over him,—and above him—the bright bending dome of Heaven !

To such, even a gale has its enjoyments, and advantages:—the best faculties of mind and body are called into activity, and the demand on one's tact and skill, absorbs all unreasonable fears, and makes one to feel a sense of security approximating to unconsciousness of danger.

What man, possessing ordinary power for the appreciation of the wonderful, and the beautiful in nature, or a becoming reverence for the Great Creator, could look around him, on the mighty works of his hand,—on the dark blue mountains towering to the skies,—and on the apparently interminable expanse of the ocean, and not say to himself—God is here ! and feel more than ever disposed to trust to Him, and exclaim, with the inspired Psalmist “in his hands are all the corners of the earth ; the strength of the hills is his also ; the sea is his, and he made it ! !”

SKETCHES ON NAVAL LIFE.*

BY AN OLD SALT.

CHAPTER VII.

AFTER rescuing the pinnace, helping up the wounded, and hoisting up the dead, and boat, I got the Captain's hobby, his Deal gig, slung, hoisted up, and secured, without a scratch. I then looked round for some one to report myself to, and seeing the Captain leaning against the capstan, and knowing Mr. Firstlough had been carried into the sick bay, in a state bordering, on one of our Irish waister's exclamations, “kilt intirely,” I went up to him, and said, “Come on board, sir,” fully expecting he would rejoin, “Is my boat safe, sir ?” to which I meant to say, “Oh yes, quite, sir,” of course certain he would add “Very well, thank you, sir ;” but the whole matter was condensed into his saying, in a very savage way, “Go to ———, sir.” So I sneaked off in a very chopfallen plight, too glad to obey his orders, and go *below*, although, not to that place, where, on arriving at, the man of old exclaimed, *Hic labor, hoc opus est*. After the dead were buried, and the wounded attended to, the Captain ordered our head to be pointed to Plymouth, and then went below to mourn over the loss of two lieutenants, three middys (doubtful as to his mourning for them), and about 60 able-bodied seamen, including his coxswain, who was his confidential servant and

Continued from page 70.

factotum, and whose head he never made a target of for trumpet or telescope practice.

I went to see Mr. Firstlough, who made me cry because he laughed whilst the doctor was extracting a musket bullet from his shoulder blade, and who told me the French vessel's decks were full of soldiers lying flat down; and that they must have had three loaded muskets each, for three volleys in succession were fired into the boats in less than one minute to their well nigh total destruction. He said he should put me into the second lieutenant's watch that night, that officer being now acting as first, and not knowing one end of a ship from another, all hands having christened him "Down jib and wear her." He told me if anything went wrong to sidle up to him, and gently hint at what he ought to do, or, as Mr. Firstlough facetiously observed, "He'd play the devil and turn up Jack."

Now, our second Luff was a tallish, thinnish, prettyish, sillyish, proudish young nobleman, made up of negatives, his only impulse was a *substantive* objection to any kind of duty, and a complete absence of all knowledge of its details. He was the antipodes of an officer and seaman, but really a gentleman in feeling and ideas, except that he had too few of the latter at his command, to exhibit the first to any but the closest observer. Now, it so happened that the calm of that hapless morning lasted till sundown, and then heavy clouds began to rise up over the English shore, and then light airs from south to north-west, just filling the royals, and leaving the lower and heavier sails lying flat to the masts. It was, in short, one of those days at any time the most irksome to a seaman; but to-day, from its commencement of tragical excitement, particularly so; and if it be true that wind is sometimes seduced to breathe by whistling, most certainly the breezes of that day had the virtue of self-denial strong upon them, for 400 men, less 60, were whistling, *sotto voce*, all day for their advent, without effect. Young "Down jib and wear her," had the first watch, and so had I. It was dark as a wolf's throat, and drizzling, and nearly calm at eight o'clock, when I went on deck, every roll the frigate gave sending each particular creek of every yard, mast, gun, or bulkshead right through you, making you feel as if something or other would either jam you or fall on you; and then the dead silence was painful, all hands performing dummy in deference to our fearful loss of the morning.

Well, "Aristocres," as I shall call him, had the watch mustered, sent a master's mate forward in charge, and told me to stay aft along with another middy; which we did, perambulating the lee side of the quarter deck, and whispering sorrowful talk about the morning's mis-

adventure. Aristocres walked the weather side of the deck in his usual mincing, undecided way, fortunately annoying nobody else, as was his wont when walking the deck in company, for let him be either before you or behind you, he never knew where to turn or stop, and either trod on your heels, or pulled up under your nose invariably.

The ship in the meantime swinging round and round to each variable air that caught her until about half-past ten o'clock, when a strong gust of wind took her a little on the weather bow, just filling her fore and aft sails, but shivering her square sails. Aristocres said, (his only expletive), "by George, eh! what this, eh! Quartermaster, how's her head, eh?" "N.N.W. $\frac{1}{2}$ W. sir, and her's a comin round wrong way sir." "By George, eh! forward there, stand by, eh, your head sheets, eh." And here, instead of standing still and asking which side they were hauled over on, he rushed forward, and made them haul them over to *lee*ward, they being to *wind*ward, and all right to pay her off if he'd let them alone. I got the afterguard to the weather fore braces, and stood waiting orders, which not coming, I said to myself, as I thought, "D—n his stupid head! why don't he box round his head yards!"

The last word yet lingered on my lips, when a heavy hand was laid upon my shoulder, and, looking up and round, I *felt* rather than saw our dreadful skipper standing over me. He only said, "Box ~~um~~ yourself, Sir," and in an instant they were flying round, I screaming out to them "*Forrud!*" to "Let go the weather fore-bow-line, and haul out the lee one!" when Aristocres came blundering stem-on to the Captain at the weather-gangway, squeaking out, "By George, eh! who's let go the head-braces, eh! without my orders, eh?" The Captain replied, "I believe, Sir, they held on as long as they could, and then *let themselves go*: you had better wait till your after sails are well full, and then restore them to their former position." By this time the ship had paid off, we braced up the head-yards, took in royals and flying-jib, coiled up the ropes, and order was restored.

The captain then went below, and, shortly after, the steward came to say he wished to speak with me in the cabin. Oh, what a funk I was in, to be sure. If I'd been ordered to furl the main-royal single-handed, and send the yard down, it would have been unalloyed happiness in comparison, but there was no help for it, so away I went in fear and trembling, and found him seated at the table facing me. He looked as miserable and cross a man as you'd meet in a month's walk, as he said, "Pray, sir, may I venture to inquire where it was you learned to swear and get a frigate out of irons." I had nothing for it but to stammer out, "If you please, Sir, I learn't it in the coal trade." "In what?"

he roared out. I could only repeat the *dark* fact, and explain the whole matter as it really stood, to which he gave an unbroken attention, and sat in deep thought for a minute or two afterwards, when he said, "Hark ye, young gentleman; your knowledge of seamanship, however acquired, is invaluable to you in this service; but remember, Sir, if the most urgent duty of any service cannot be executed without the aid of blasphemy, it had better remain undone than performed by so disgraceful an aid; and *by* —, Sir, if I hear it from you again, I'll punish you most severely." Curious effect of habit. *He* swore and literally knew it not.

When we got to Plymouth we found the head of our mainmast gone, bowsprit sprung between the knightheads, and nearly every yard in the ship pretty much in the same state; so we were ordered to strip and refit ship, and get fresh hands in lieu of those we had lost. As to masts and spars, it was a miracle we had any left at all, for there was a sort of tacit understanding between the Captain and first lieutenant, that they each could carry on sail without serious loss or injury to the ship, a *leetle* longer than the other, and the way they both *did* keep sail on the ship in chase was fearful to behold, causing our sailing master agonies of fear and anger wonderful to relate. But Mr. Firstlough always fixed him by carrying on till he could not start tack or sheet without springing a yard or carrying away a boom, and then, when old "Meridian," as he was called, remonstrated, he would say, in his mock polite way—"Well, my dear sir, so I would if I *could*, but" (laying his hand on a studdingsail tack, or a weather brace) "just feel here, it would be madness, you know, to start any rope with such a strain as that on it; only if *you* like to do it on your own responsibility, why, pray do."

However, one day both he and the captain were fairly put to the blush by old "Meridian" as to over packing on the ship, in the following manner. One morning at daylight, Cape Clear distant about 30 miles, the man at the masthead called out "Sail ho!" and on being asked whereaway, he said a little on the starboard bow, alongshore, and beating to the northward, and seemed to be a large lugger." The last word acted like a galvanic battery on all hands. "Make sail," was the cry. We were to windward, the wind at N.W. and a clear horizon, and in a jiffy the frigate had every rag set she could spread. Schedam, tobacco, Brussels lace, tea, and prize money floated before our enraptured eyes and ideas, in the said lugger and her precious freight. The lugger kept her luff for one minute only after our extra canvas began to spread itself to the breeze, and then round she went before the wind,

and with her two large lugs, boomed out on each side like the wings of a swan, away she went and we after her like fury.

I am quite afraid to say how many speaking-trumpets and spyglasses were demolished during the early part of this day; but by noon the wind had freshened to a good stiff breeze, the sea was getting up too, both which matters were in favour of the frigate, and we were tearing past the land like a greyhound in chase of a hare, but the said hare was very little nearer than at first start; for when the wind was light and the water smooth, she ran as fast as we did, and when it freshened to a stiff-third of a gale, our captain and first luff so overpowered the frigate with canvas, that her three masts were leaning forward like as many fishing rods, with a salmon lugging away at each of them, and the result was, that at 4 P.M. on a day in April we were as far off our chase as ever, say 12 or 15 miles. The frigate was struggling *through*, instead of *over* the water, pressed bodily down by her weight of canvas.

Mr. Firstlough was watching the helmsmen, and the captain chewing something or other between his teeth, as was his wont when savage or excited. When old Meridan crossing his walk, he asked him if he thought we were gaining on the lugger? "No; certainly not." But why, what could be the reason: the ship had every stitch she could carry set, and was flying through the water? Yes; but the lugger had gained, rather than lost, in old Meridan's opinion; and further, with all due respect to his superior officer, unless sail was reduced on the ship, we should never catch her this side of eternity. The captain gave a sort of half whistle, half chuckle, and said, "Oh, then, I suppose you think you could put salt on her tail, Mr —, if I placed you in command without control?" "Certainly, Sir," was the direct, but respectfully made rejoinder, when the captain at once said to Mr. Firstlough, "I've placed the ship in the hands of the master, to catch that fellow in his own way; so come down and dine with me, while he carries *off*, our carryings on.

Old Meridian took off the three royals, and top gallant studding-sails to begin with. In half an hour we were perceptibly nearer our chase, then in came both lower studding-sails; we gained a little more ground on her, the wind still getting up. Then in came topmast studding-sails; yet a little nearer we crept up to her, and at seven P.M. we took in the first reef of all three topsails and set topgallant-sails again over them, and the ship, no longer pressed down like a dwarf, with a giant's hand on his head, flew like a bird over the seas; by half-past seven our bow-chasers began to tell at long range elevation; by eight we could just see her people on her deck, and she began to fire her stern-chasers, and drill

holes through our foresails and chip our spars. By half-past eight she was nearly within hail under our bows, our Captain standing between our knightheads, fully exposed to her fire, and swearing he would hang them all when he caught them, but somehow we never could hit her spars, until at last we saw her fore lug come down by the run on the port side, and gathered in in great apparent confusion, the French ensign being hoisted half-mast at the same moment.

We at once ceased firing, but could not see in the dusk what they were about with the fore lug for the main one, till the lugger, when within twice her own-length of our bows, clapped her helm hard a lee, ran up her fore lug, hauled aft all her sheets and crossed our port weather beam before you could say "Jack Robinson." There was stand by your weather guns and blaze away at her, "luff up," and "brace up" and "crack on after her," but no sooner did our fore yard feel the weight of the wind than it parted, having been hit by her shot, and we had nothing for it but to feel "teetotally chawed up." The lugger we never saw again; but a smarter bit of nautical dodge could not have been put in force than his *ruse* to get to windward of us. All the time we thought we had *shot* away his port (or left hand) lug halyards, he had let them go to deceive us, thereby to shift the sail over out of our sight before the main lug, so as to have it on the right side when about to haul his wind. We were properly used up, I can tell you!

THE LATE HEAVY GALES.

THE minds of those, miles away from the treacherous ocean, are filled with horror at the recital of the scenes of death and destruction which ever and anon are exhibited on our coasts, where for want of harbours of refuge thousands of our fellow-men are hurled unprepared into eternity. How long is this to continue? Is it to be endured until some high and mighty personages are involved in the fate of the poor seamen; or till one or more of the expensive models of the British Navy are made matchwood? Then indeed will the nation rise to action and importune ministers to provide havens for her fleets. But why should we wait for these results, has not sufficient damage been done to our commercial navy to awaken those sleepy beings to perform a duty this maritime nation requires! We do not mean to, even insinuate that *all* the late fearful calamities were caused by this want, but a large number of ships and crews might have been saved if Harbours of Refuge were provided. On Saturday the 9th of February, a gale suddenly arose on the north-

east coast, one which for its destructive qualities has very seldom been equalled. Hundreds of shipping were wrecked, stranded or engulfed in the boiling surf, and the loss to the Insurance Offices will be great; but however distressing this may be, what is it in comparison to the loss of life, what return is there for the widow and fatherless? The coffers of Insurance Societies can find funds for new ships; but where is Society that can return to his home the affectionate Father and husband, alas! none. The angry wave has buried in its bosom all that was dear to that once happy home. To enumerate the whole of these sad scenes would fill a volume of our periodical, therefore we must be content to give a brief detail, and the letter of Ralph Ward Jackson, Esq., of Greatham Hall Hartlepool will shew the fearfulness of this day, and he thus gives us the terrible effects:—

“The fearful loss of life and destruction of shipping which has taken place in Hartlepool bay to-day (Saturday) induces me to send you the following details:—A heavy gale set in early in the morning from E.S.E. to E.N.E., and continued with great violence during the day. About eleven o'clock a.m., it being then not half flood-tide a large fleet of ships in the offing were obliged to bear up and run for Hartlepool bay for refuge and to save life, it being impossible for them, as the gale was blowing, to get off the land on either tack. A scene of fearful and distressing confusion ensued. Many ships entered the two tidal harbours and were saved; but in the course of the day upwards of fifty ships were wrecked. As nearly as can be calculated thirty of them are total losses; of many not a vestige remains, and eight foundered with every soul, while thousands of persons on shore were looking on unable to render assistance. Not less than £150,000 worth of property and a large number of valuable lives have thus been sacrificed in Hartlepool bay alone in a few hours of broad daylight. There are ships from every port on this coast, laden and light, but principally light. Many are of a large size and well manned, and bound from neighbouring northern ports for long foreign voyages. The two Life-boats of the West Hartlepool Harbour Company, the Seaman's Life-boat, and the Life-boat of the National Society at the old harbour of Hartlepool, were engaged for many hours, and succeeded in saving a large number of lives. It is to be hoped that her Majesty's government will see the necessity of no longer delaying to take the requisite measures for carrying out the recommendations of the Royal Commissioners as to Hartlepool bay, and performing the duty of this great nation to do more to save the lives of her brave seamen and her vast shipping. The brig *Rising Sun* of Sunderland, went on shore near the Heugh Light-house, and, melancholy to relate, her crew perished, excepting the mate, who, while the ship was in collision in the early part of the morning with a schooner called the *Express*, Captain Crosby of London, jumped on board that vessel, and thus preserved himself from the fate which befel his comrades, although the *Express* was afterwards wrecked, but the crew were rescued. A large vessel

bound to China, from the Tyne, called the *Kelso*, Captain Varwell, struck on the Longscar rocks, and the crew took to the rigging, where they remained nearly twelve hours before they were rescued by the Life-boat. One poor little fellow, however, the cabin boy, Thomas Jones, aged thirteen while in the rigging, went to sleep, fell overboard and was drowned."

This is a description of the destruction at Hartlepool, but other places also had heart-rending tragic scenes. At Redcar the brig *Lady De Crespigny*, belonging to Colchester, and the schooner *Apolles* of Schiedam, laden with coal, were carried on the rocks, and became total wrecks, and every soul on board met with a watery grave.

At Whitby a truly melancholy catastrophe happened,—seven vessels were driven ashore, and the life-boat had been out to the whole of these ships, and the crew had acted most heroically on each occasion, rescuing the hands from the stranded vessels. So far all had gone well, but alas! one more call was made on these heroes—the ship *Merchant* was driven on the beach, and the band again launched their boat, the sea at the time rising in mountainous waves. The people on the shore implored them not to venture, but it was enough for these brave fellows that their services were needed. They had not proceeded far when a tremendous cross sea upset the boat, and those noble fellows were themselves struggling for life. Their cork belts kept them up for some time, and strenuous efforts were made to save them, without success, and all but one, within forty yards of the shore sank martyrs to their bravery and humanity. Thousands witnessed this awful calamity, and among them the wives, children, and relatives were mingled,—their heartrending screams adding to the horrors of that frightful scene. The one brave fellow saved attributes his preservation from the fact of his having on a cork waistcoat in addition to the belt. This life-boat did not belong to the Royal National Institution, and when capsized never righted again.

A similar calamity occurred in the vicinity of Wells on the Norfolk coast, near Cromer. Whilst the gale was at its height on the morning of Feb. 9th, about 9 o'clock, the barque *Favorite*, bound to Terre del Mar from Hartlepool, was driven on the Blakeney West Sands. Eight brave fishermen ventured out to the rescue of the crew, the sea was running high, and on nearing the sand the boat capsized and melancholy to relate, the whole of the poor fellows were drowned. They were all married and have left large families.

This terrific gale from the north-east, swept along the Irish coast causing fearful havoc. On the 8th, at 11 P.M., it was first felt in the channel, the *Leinster*, carrying the mails left Kingstown, but she had

not gone further than the Kish, when she encountered the gale, and returned into harbour with loss of hurricane deck, and the post-office inundated. On the morning of the 9th about 7 o'clock, three vessels were seen making for the harbour, when two of them the *Neptune*, of Kingstown, and the *Industry*, of Whitehaven, were driven towards the eastern pier, and became complete wrecks, only two of the crew were saved. The third vessel, the *Mary Ann*, of Belfast, was enabled to get to Sandy Cove, and though water-logged, her crew took to the boats and got safe on shore. As might be naturally expected, the crew of H.M.S. *Ajax*, headed by their gallant captain (Boyd,) were quickly on the spot to endeavour to rescue the crews of the two former vessels, and we regret to add, in the attempt, Capt. Boyd, and several of his crew were swept away and perished in sight of thousands of their fellow men who were unable to render them assistance. The gallant captain had been long stationed here, and was universally respected by all classes. He leaves a wife and five children to deplore his fate.

In Kingstown harbour, the destruction of property was immense—at an early hour vessels begun to drag their anchors, and strewed the shore with wreck.

In addition to the numerous list of nearly 300 vessels lost during this gale, we have to record the wreck of the iron-built ship *City of Lucknow*, belonging to Glasgow. She is nearly 1,200 tons burthen, and only sailed from the Clyde on the day previous to the gale, and on arriving off the Bay of Bangor, near Belfast, she drove ashore, and became a wreck. The crew and passengers with the exception of one sailor were saved. The ship and cargo were insured for £120,000. Two steamers also were wrecked, one the *London and Jersey* iron screw *Metropolis*, 600 tons, on the return voyage from the Thames, struck upon the Roundiere rock, off Elizabeth castle. She filled and sunk, the crew escaping in the boats. The other, the *Syria*, 600 tons, of Londonderry, on her voyage from Belfast to Morecombe, went ashore on the Shell wharf, where she filled. The crew and passengers were safely landed.

Admiral Fitzroy sent the following letter to the *Times*:—

SIR,—A letter in the *Times* this day from Mr. Jackson, of Hartlepool, not only requires some remarks from me (as the meteorological officer acting under authority of the Board of Trade), but may be used as a peg on which to hang a few sentences of practical information about a frequently misunderstood fact—the rising of a barometer before and during a northerly (north-west to north-easterly) gale.

Mr. Jackson says that the barometer had been “low with south-west

winds; on Friday morning began to rise, and continued rising, with a decreasing temperature, Friday, Saturday, and Sunday, from 24 hours before the gale, to 24 hours after." And if he had read the sixpenny *Barometer Manual*, published yearly since 1856, and circulated gratis in many directions, especially among the fishermen around Great Britain and Ireland, he would have known that these very signs, after an unusually low barometer, and southerly wind, indicated strong northerly gales. In the morning of Wednesday, February 6th, the barometers (two Kew verified) at Nairn were at 28.66. At Penzance, only four days previously, other two similar ones were at 30.80. From the 1st to the 7th of February—a whole week—the barometer not only continued falling, or oscillated (always a bad sign), over all the British islands, but it fell remarkably low at some places.

On Tuesday night, the 5th, it blew "a tremendous gale from the south-west" at Queenstown. At Dover, the wind, early on the 6th, was reported at 10 in force, from the south-west. In South Kent it was called a "hurricane," and at sea, southward of Ireland, vessels had "a south-wester" in full violence.

Wednesday and Thursday were quiet, comparatively, here; not so within a few hundred miles—at Marseilles and elsewhere, perhaps including the Black Sea; but on Friday, the foretold northerly gale began to blow, and as it restored the level or equilibrium of the atmosphere, of course it raised the barometer.

Some observations in the *Shipping Gazette* of the 14th inst. induced me to write a letter to the editor, in which was the following passage:—

"The barometer began to rise just before the gale set in from the northward, rising more rapidly as it blew stronger. And why? Because the polar current, of wind was rushing, as a fluid current, towards the place of low barometer, where a comparative deficiency had existed, which it not only filled up, but, having once acquired impetus, or momentum, filled up to a height exceeding that which is usual, or normal, at the sea level—namely, about 30 inches. The previous fall of the barometer, with unusually high temperature, expressed, as plainly as words, 'southerly wind, with rain.' (Southerly including south-east to south-westerly.) That wind, though it blew hard, did not restore the level (or equilibrium) of the atmosphere, and, therefore, till the polar current approached, the glass continued to fall, or oscillated, while low. Directly the northerly wind's approach was felt the barometer began to rise, the thermometer was already falling, and both thus moved for a time in opposite directions, one rising for the direction of the wind, while the other fell for its temperature."

The great practical difficulty in using a barometer is avoiding the natural inclination to draw conclusions hastily—without thinking enough of its foretelling properties—so often insisted on in the *Board of Trade Manual*, and rather more explanatory pamphlet the *Barometer Guide*.

The main currents of atmosphere, polar and tropical, taking them on a large scale, advance along the earth's surface side by side in nearly opposite directions, more or less superposed, or conflicting in every kind of combina-

tion, and turning each other in all varieties of eddies (cyclones), though usually one way.

While advancing northward or southward they move also laterally, like a ship making leeway, towards the east, their elasticity, fluid properties, and different temperature (solar influence and electricity, of course, the main springs) occasioning all the varieties of weather, all the alternations and degrees of vapour, fog, rain, snow, hail, and cloud that we experience.

The gales of the 5th, 8th, and 9th of this month were two cyclonic combinations. One cyclone, of which the central area bore north-westward from Nairn, in Scotland, was of large extent and slow motion.

Its southern half was checked and temporarily overborne by another advancing rapidly from the south-westward, which combined with and augmented the strength of the polar current that on Friday, Saturday, and Sunday (10th) swept across the North Sea, Western Europe, and beyond the west of Ireland, much further and wider than the extent of the Royal Charter storm.

Widely extended and very general irregularities of the atmosphere (such as were shown by instruments before the Royal Charter, the Whitsuntide, the St. Kilda, and other storms) are easily noticed, and are certain to be followed by more or less strength of wind, although not in all, or even many places, because currents of wind, like those of water, circulate, intermix, or follow one another, moving swiftly in some breadths, slowly in others, scarcely at all in or near their respective centres of circulation. Hence some places escape the violence of a storm, while others, even near them, feel its full fury.

Elaborate and complicated as may be the scientific researches of meteorology, the practical use of its results is happily most simple and availably open to any one who will read brief instructions, notice ordinary weather glasses, and observe the change in the Heavens.

February 16th, 1861.

ROBERT FITZROY.

THE FORETELLING OF STORMS.

THE progress of Meteorological science has occupied the attention of practical men, who are competent to judge of its efficiency, so as to give timely warning of approaching bad weather on our coast, which it will be to the benefit of all seafaring men to attend to. Before the gale of the 9th of Feb., it is evident from the following letter from Admiral Fitzroy, notice was sent to many places to prepare for the forthcoming storm :—

MEMORANDUM ON STORM WARNING SIGNALS.

Sir.—A column of your paper is filled to-day with accounts of a severe north-east gale.

All the much frequented ports of our coasts might have been warned—a very few places were actually warned—three days before this storm.

On Wednesday last the following notice was given at Aberdeen, Hull, Yarmouth, Dover, Liverpool, Queenstown, Valencia, and Galway,—(besides other places) by telegraph:—

*Board of Trade (and Admiralty) Meteorological Department,
Parliament Street, London, S.W. Feb. 7th. 1861.*

"Caution—Gale threatening from south-west and then northward. Show signal drum."

This signal referred to the following simple plan, organized at the Board of Trade, but not yet in full operation:—

A staff and two canvas shapes being provided, the following use will be made of them occasionally—perhaps once or twice in a month.

One shape, that of a drum (or cylinder) has the appearance of a black square of three feet (seen from any point of view), when suspended.

The other shape a cone three feet high, appears triangular (from any point of view), when suspended.

A cone, with the point upwards, shows that a gale is probable from the southward.

A drum, alone shows that the dangerous winds may be expected from nearly opposite quarters successively.

A cone and drum give warning of dangerous wind, its probable first direction being shown by the position of the cone—point up, and above the drum, for polar or northerly wind; down, and below, for southerly.

Whenever such a signal is shown (in consequence of a telegram from London) it will be kept up—shown distinctly—till dusk of that day only, unless otherwise instructed afterwards.

These cautionary, or warning signals, advert to winds during part of the next following two or three days; and therefore due vigilance should prevail, from the beginning of such time until the weather is again thoroughly settled.

No further steps are necessary for these objects at the telegraph stations for the present. Other organization may follow, when the Coastguard have prepared arrangements for repeating these signals, along the coast, to certain distances.

A conspicuous place should be selected for signalling, near the telegraph station.

I am, sir, your obedient servant,

February 11th, 1861.

ROBERT FITZROY.

P.S.—Adverting to frequent expressions of surprise at the rising of a barometer with or before northerly gales, I would here repeat what has been reiterated and explained elsewhere—that the air is lighter, as well as warmer during southerly winds; heavier and colder before and during northerly; and that the influence of either is shown by instruments some hours, if not days, before actual alteration is visible to ordinary notice.

R.F.

Now it is evident that this caution was unheeded, if it reached the

places we have previously mentioned as visited by the gale. Every point of our coast is connected by telegraph wires, and therefore we may presume information would be generally given; but that it was so in this instance is unknown, and we should be apt to say it was not, as it cannot be for a moment supposed that the owners of so many vessels would urge their departure if they were aware of the information contained in the above caution. Some owners think too much of their own interest, which interferes with the caution necessary for the preservation of the seaman. Many "old tubs" are insured to an extent even beyond their value, and life and limb too often we fear are not taken into account.

Admiral Fitzroy anxious to bring the subject to the notice of every man has issued the following letter:—

SIR.—It is impossible for those who have studied practical meteorology, and know what power is available now in diffusing knowledge by telegraphy, not to feel a keen consciousness that some of those lives lost in this last gale, to say nothing of any former storms, might have been saved.

Under the influence of this feeling, may I ask you to give publicity to the following brief remarks:—

While no man had the means of knowing anything about the weather beyond his sight, or the "feeling" of his own instruments, it was scarcely possible to foretell changes of importance at a distance as well as on the spot.

Now the case is exceedingly different. A daily glance at the published "Weather Reports," a recollection of their principal features during the few previous days, a look at the glasses at home, and an eye turned occasionally to the heavens, enable every one who pleases to take this trouble to foresee and foretell accurately, after a little practice, the principal changes of our very variable, though regularly varying climate.

The least irregular movement of our atmosphere is along the surface of the earth from the northward. It is normal.

With the occasional continuance, even for weeks, of comparatively cold, clear, and dry, northerly winds all are familiar, and we all expect opposite qualities with southerly winds.

It is the alternation, the opposition, and the intermixture, whether laterally, while flowing in different directions, or while superposed, that cause the principal changes and varieties of weather.

Into the origin of these currents themselves it would be inexpedient to enter here. We have to deal now with the facts in evidence, and draw practical conclusions useful in daily life—most important to the seaman.

Numerous and differing extremely in area, as well as degrees of motion, either slow or rapid, are the circulations of our ever "influenced," highly elastic, and fluid atmosphere.

Not only does it always seek its level, like water, but, directly any pressure

on it alters, it expands or is contracted, like—itself alone, the most compressible, elastic, and mobile of compound substances.

Hence it is that a great change over any place affects not only that locality but a wide area round ; and, as matter is neither moveable nor ceases to move suddenly, vast accumulations of atmospheric air—hundreds of miles in extent—although feeling distant changes quickly, acquire motion but slowly at first, and, after being moved, are carried on by their own momentum.

Owing to this cause, the barometer and its companion, the thermometer, foretell changes, and after the original cause of its rise or fall has ceased to operate, the barometric column continues its ascent or descent, being influenced by air currents retaining their momentum.

The meeting of such currents raises the barometer ; their mutual retreat lowers it. Their appulse and varying combinations occasion all the varieties of rain, hail, snow, or fog, cloud or misty vapour that we experience.

Now, the results are, that, having daily knowledge of weather (including ordinary facts of a meteorological nature), at the extreme limits and centre of our British Islands, we are aware of any great change taking place, for the great atmospherical changes are measured by days—not by hours. Only local changes, however violent they may be occasionally (dangerous in proportion to their suddenness and violence),—only such changes are unfelt at a distance, and do not influence great breadths,—say, hundreds of miles in area,—of atmosphere.

These extensive changes, showing a difference of pressure, above or below the normal, or mean level, amounting to an inch, or thereabouts, are certain to be followed by a marked commotion of the elements in the course of a few days. If the fall has been sudden, or the rise very rapid, swift but brief, will be the resulting elementary movement ; if slow, or gradual, time will elapse before the change, but the changed state of weather will last longer.

Warning may thus be obtained and given a few hours, or a day, or even some days, before an important change in the weather actually occurs.

February 12th, 1861.

ROBERT FITZROY.

All the warnings of the meteorological department will be useless if they are not attended to, and attention is just what the authorities cannot command. Sailors are reckless and foolhardy to a proverb. They are somewhat inveterate in their prejudices and bigoted in their ways. It might be vain to tell a boat's crew that in three days' time there would be a tornado. They would, perhaps disbelieve the information, or, still more probably, disregard it. Everybody conversant with such matters knows how hard it is to instil caution into minds habituated to risks. Miners will tamper with safety-lamps, people of all classes reject sanitary improvements, and seaman do but share the common failing in neglecting the warnings of the barometer. Nevertheless, these warnings

have now been so deeply studied, and the information obtained has been reduced to a shape so practical and so truly beneficial, that it would be deplorable if such advantages should be thrown away. For a long time the barometer was simply interpreted according to its rise and fall. If the mercury rose, the weather was on the mend; if it fell, bad weather was impending. But these indications have been now so scientifically combined with the signs of the sky and the actual direction of the wind, that our insight into the future is vastly extended, and the notice which we have quoted is a practical proof of the advance which has been made. If certain ports can receive timely information of a tempest, all ports can be similarly apprised; and if the warning can be given three days beforehand, there must surely be ample opportunity for preparation. If we have actually got to this point, the problem has been solved. We cannot yet forecast the general character of the season, but it seems that we can really foretell a gale three days before it comes, and even ascertain the quarter from whence the wind will blow. If we have indeed got to this point—and there appears no reason to doubt it—the rest ought to be easy.

SAVING THE CREWS OF STRANDED VESSELS.

A SERIES of exceedingly interesting experiments, having for their object the providing a certain means of communication between stranded vessels and the shore, as a means of preserving the lives of their crews at a time when communication by boat would be impossible, was brought to a close at Portsmouth, in a most satisfactory manner on Saturday week. The trials have extended over a period of some months, and the means proposed to be employed have been tested in every possible way by the gentleman who has suggested—in fact, carried it out at his own expense, Lieutenant G. S. Nares, senior lieutenant of Her Majesty's ship *Britannia*, Captain Robert Harris, the naval cadet training ship in Portsmouth harbour.

Lieutenant Nares employs the common kite principle as his chief agent, but while he sends his kite away to leeward, and consequently towards the shore, he retains the means on board the stranded vessel of bringing down the kite when flown sufficiently beyond the beach, or over the cliff, so that the line attached to the kite may be hauled upon by the people on shore, and the end on board the vessel being attached to a hawser, and the latter on reaching the shore being hauled up the cliff, a means of escape to the crew and passengers, however numerous they may be, so long as the vessel holds together, or however violent may be the surf which intervenes between the ship and the land, is open to all with the most perfect safety by a boatswain's cradle, basket, or slung cask, being attached to the hawser, and hauled backwards and forwards by the people of the vessel, and those on shore.

To bring the kite to the ground when sufficiently advanced beyond the face of the cliff, or high-water mark, Lieutenant Nares has a second line attached to the right angle of the kite, holding on to this line, and letting go the flying line of the kite, the latter instantly capsizes and descends to the earth. This mode is applicable to the rescue of a crew of a vessel which has been driven well on shore, but in a position, either from the surf, or the formation of the coast, in which no vessel can approach her.

Another mode in which this life-kite may be used is, where it may be able to effect a landing on a beach to leeward, but the boats are washed overboard or stove, or the position in which the vessel may lie on a bed of rocks, may render boats useless. In this case, the flying line of the kite is attached by a toggle to the bung-hole of a cask, to a couple of breakers with a boat's mast lashed athwart them, or round a man's chest, with the knot between his shoulders ; in either case, the kite finds the supporting power, and conveys the object its line is fast to on shore, another line being attached to the cask, raft, or man from the vessel, and the communication with the shore is complete. The particular credit due to Lieut. Nares consist in having, by his second line, devised a means of bringing a kite to the ground at the moment required, and also in making use of the kite in attaching its flying line to an object in the water, a carrier of his hawser's hauling line to the people on the shore. Kites have been tried before, but have failed for the want of these two great requisites.

A few years since, a vessel drove on shore on the Devon coast, close under the land. The captain sent up a kite, which flew over the people's heads on the shore, but they had no means of reaching it, and the whole of the unfortunate crew perished in sight of the people on shore, who were there ready to aid them, could the line from the kite overhead have reached their hands.

On Friday week, the brig *Mercy*, of Bristol, was wrecked at Porthleven, in Mount's Bay. A tremendous surf was running, but to save the crew, it was necessary to form some communication otherwise than by boat. A cask was thrown overboard among the breakers, with a small line attached, and was, after great difficulty and risk of life on the part of the people on shore, got hold of, and a hawser hauled on shore, to which a swung basket was attached, and the crew were saved. In this case, the kite would have conveyed the cask to the people on the beach, without their having to risk their lives by running into the breakers and surf to lay hold of it. The concluding experiments by Mr. Nares, were made from Her Majesty's steamer *Bullfinch*, Lieutenant James. The *Bullfinch* on this occasion was 600 yards from the shore, and the experiments answered perfectly. Lieutenant Nares has presented his plan to the Shipwrecked Fishermen's Society, and also the fifty guineas which had been awarded him.

ON MECHANICAL INVENTIONS IN ITS RELATION TO THE IMPROVEMENT OF NAVAL ARCHITECTURE.

At the late meeting of the members of the Institution of Naval Architects, Mr. N. Barnaby, (Member of the late Portsmouth School of Mathematics and Naval construction), read a paper on the above subject, which the following brief extract will enable our readers to trace the outlines of Naval construction at successive periods of 100 years, from a time just anterior to the introduction of gunpowder up to the present day.

At the first period named—the year 1260—vessels of commerce of all sizes were constructed, and to a certain extent equipped, with a view to war-like operations; and this state of things existed for many years afterwards, so that by discovering the principal features of the ships used in the various sea-fights of those periods, we became acquainted with those of the marine in general. The royal galleys and “great ships” of Henry the Third’s time were, therefore, first described, as illustrative of the vessels of the 1260 period.

Those of 1360 were next illustrated by a description of the “cogs” of Edward the Third’s reign, with which he won for himself the title of “King of the Sea.” From a contemporary account, it appeared that water was at that time raised from the hold by a windlass and bucket; and, in the same account, we read of “bowespretes,” “backsteyes,” “hauceres,” “cranelines,” “peyntours,” “sey synges,” “bowelines,” “botropes,” “schetes,” “yerderopes,” “trusseropes,” “polives,” and “shives;” also of “fotekes,” “hacchis,” “wales,” “thofftes,” and “kelsweyns;” and among the varieties of nails we had spikes, cloutnails, and “led” nails. The bottoms of vessels were graved with a mixture of pitch, tar, oil, and resin.

During this reign guns were first used on the sea, and the last row-galleys were constructed.

In 1460, guns of iron, brass, and copper, throwing stones and lead shot, had come into general use, and “cogs” and “carracks” held the foremost place in the navy. About this time, also, cabins were introduced. Pumps of some kind were also in use, and tow saturated with tallow was employed for caulking the seams of the bottom below water. Between this period and 1560 port-holes were introduced, by means of which, ships were enabled to carry more than one tier of guns. A decrease of breadth in proportion to length was also observable about this time, whereby the appearance and qualities of the vessels were improved. In Scotland, the Great Michael was built in the early part of the 16th century, 240 feet long, 56 broad, and with sides 10 feet thick.

In 1515 the Henri Grace de Dieu was built. The period is chiefly characterised by an increased number of yards, an improved system of stowage, the use of *long* mooring cables, and capetans, the application of wood-sheathing to prevent the oakum from washing out of the seams, and worms from entering the plank, and the employment of chain pumps and gun-breechings.

Between 1560 and 1660 a great advance was made, owing chiefly to the labours of Mr. Phineas Pett, of Cambridge University, one of the founders of the Shipwrights' Company, to which company all designs of ships for the Royal Navy were for a long time submitted for approval. Mr. Pett built the first English three-decked ship-of-war at Woolwich in 1637. This vessel was named the Royal Sovereign, or sometimes Sovereign of the Seas. The more remarkable improvements visible at this period were in the practical construction of ships; the stern was framed by transoms, the whole framing was much improved, and the weights of the hulls were made very nearly equal to half the load displacement—a proportion which holds up to our own time.

At this time, also, Mr. Deane discovered the mode of calculating a ship's displacement, and thus of predicting the depth to which she would sink. In the next period, that of 1660-1760, great attention was paid to the means of preserving ships from decay. Cross chocks were introduced at the heels of the first futtocks, and limber courses, covered with limber boards, were formed. The mode of charring planks on one side and wetting them on the other, to facilitate the bending of them, were superseded by the kilning process. Ships in frame were ordered to stand to season. Some vessels were sheathed with lead, fastened with copper nails; others had wood sheathing, either filled with large-headed iron nails, or grained with a mixture of pitch, tar, and brimstone.

Coming next to the present century, and taking 1810—a half century ago—as the period to be noticed, Mr. Barnaby remarked that, while the English Royal Navy was numerically stronger then than at any other time before or since, it was surprising to observe how little difference there was between the vessels of that period and those of nearly 200 years previous. Almost the only things of note were the reduction in height above the water, forward and aft, and a slight increase in dimensions. The resemblances between the ships of the two periods were pointed out in detail. The same sluggishness which had prevailed for centuries prior to the invention of gunpowder seemed to be again settling on the Navy until the advent of steam made it start into new life. The great improvements in practical construction, introduced by Sir Robert Seppings, just after 1810, while they were an exception to this position, serve to illustrate it. Mr. B., having enforced this argument at length, next observed that the experience and intelligence of private shipbuilders appeared to have had a very limited influence during the long period in which the art was nearly stationary, they having been content to follow in the wake of the Government builders, however slow their progress. Moreover, he had gone through all the patents relating to ships granted up to 1810, and could find no improvement worth recording, except in the manufacture of sheathing and the construction of pumps.

But the introduction of steam had, he said, worked mighty changes. In 1810, we had not a single steam ship in England; now, English steamers swam in every sea. In 1810, men were lamenting the rapid destruction of

our forests, and predicting our commercial ruin from their approaching exhaustion ; now, a prospect of unexampled prosperity opened by the construction of our own ships, and ships for other nations too, not from the limited produce of our soil, but from the vast stores which underlie it. We have now a merchant ship of ten times the tonnage of the largest ship of 1810, and of more than twice her proportion between length and breadth. Nor have the constructors of the Royal Navy been idle. Steam was not introduced into the Royal Service until 1822 ; yet, at this moment, exclusive of 67 ships building and converting, nearly three-fourths of the navy is propelled by steam. The screw was not introduced until 1842 ; yet, there are now 345 screw ships in the service, which is at the rate of 19 screw ships every year since that period. In 1847 there was not a single steam line-of-battle ship ; but now there are 48 two and three decked ships which can be carried into the line-of-battle, in storm or calm, at speeds varying between 10 and 15 miles an hour, by the power of from 90,000 to 100,000 horses.

So long as ships were propelled by sails, the largest ships in existence were those used for war purposes ; but now that large ships propelled by steam power have such advantage over small ones in point of speed, especially in long voyages, and can be worked by a comparatively small number of hands, there was nothing to prevent a great increase in the dimensions of merchant vessels. But the size of men-of-war, Mr B. believed was limited, and they would never again occupy the foremost position, either in point of dimensions or of speed. Various considerations were adduced to confirm the opinion that the dimensions of men-of-war were limited.

It was shown that iron prows for piercing the sides of an adversary had been in general use for war purposes until ships became entirely dependent upon sails for their propulsion, and he expressed his conviction that as steam had again made them independent of the wind, a class of vessels thus armed ought to be, and yet would be, constructed for coast defence. The iron frigates "Warrior" and "Black Prince," now building, were not, he said, designed to act as rams ; they were far too long for that purpose, as smaller opponents, by reason of the greater ease with which they could turn, could easily avoid their attacks. They would be what they were designed to be—the strongest, the safest, and the swiftest men-of-war that ever swam—the latest step in the progress of invention in naval architecture.

From the earliest ages up to our time, ships for war purposes were first in the path of improvement. But this state of things was, he considered, fast coming to an end. And it was right it should. Experience had shown us that it would be most unwise for the Government of a nation possessing a large navy to initiate improvements which would render it necessary to make extensive and costly alterations ; and the smaller maritime powers were generally content to copy their superiors. But no such argument held against the constant application of commercial enterprise to the advancement of the art. The late Mr. Brunel did much to direct private enterprise into this channel, and we owed him a great debt of gratitude for what he had proved in the "Great Western," the "Great Britain," and the "Great Eastern."

Henceforth, our commercial marine would take its proper place in the van of progress.

Mr. Barnaby next referred to the vast number of amateur inventors who seek to improve naval architecture. With great differences in the amount and value of the labour bestowed upon them, the inventions of such persons, which are submitted to the Admiralty and other public bodies, nearly all had this one character,—that they were not discoveries, but mere suggestions, which the suggestor, or inventor as he was called by courtesy, was unable or unwilling to embody in a practical form himself, and which he would be glad to get others to do for him, that he might have the gain and credit of success, and they the loss and discredit of failure. He was sorry to say that the majority of patents for improvements in shipbuilding were of this character; and when it was observed who the men were who obtained such patents it was not surprising that it should be so. Of 292 patents taken out under the Old Law, for matters relating to shipbuilding, and in which the profession or title of the patentee was stated, there were only 20 who were shipwrights or naval architects. There were 80 who were styled gentlemen, and in addition to these a strange medley of colonels and lieutenant-colonels, graduates of universities, barristers, coal merchants, wool-dealers, agricultural machinists, upholsterers, goldsmiths, dyers, coach-makers, toy-makers, fruiterers, tallow chandlers, and brewers. He could not think that when the mode of conferring privileges by patents was instituted it was intended that a man, by patenting a crude idea, should obtain rights over the labours of men succeeding him, who should overcome the difficulties which attend the development of such ideas, and produce an invention. The phraseology of the earliest patents was adverted to in confirmation of this view.

In conclusion, Mr. Barnaby said, that what naval architecture needed was, men who would patiently work out with their own hands that which their brains conceived, meeting difficulties at every turn,—at every turn devising the means of overcoming them. It must be a cause of rejoicing to all sound practical men that the country would now have, in the Institution of Naval Architects, a means of testing the merits of men who seek to effect improvements in our marine—that it would not have to form its opinions of inventors and inventions from newspaper paragraphs and laudatory pamphlets, but might always possess there a body of men in whose judgment and honesty it might place implicit confidence. The Institution would, he believed, be a terror to the mere seeker of place and profit, a source of encouragement and aid to the patient worker, and a means of directing the application of the wealth and intelligence of our country to the improvement of that art upon which, under the blessing of God, depended not only her commercial prosperity, but her national existence.

IMPORTANT LIFE-BOAT SERVICES.

Seaton Carew, Durham, Feb. 10.—At five o'clock this morning, the Seaton Carew life-boat, belonging to the National Life-boat Institution, saved

the crew of eight men of the brig *Providence*, of Warkworth, which, during a fearful gale of wind, was stranded a mile to the north of Seaton Carew. Again, at eight A.M., when the storm was raging in its full fury, the noble life-boat went out and took off the crew, eight in number, of the brig *Mayflower*, of Newcastle, wrecked on the East Gase Sand, at the entrance of the Tees. The boat behaved very well on both occasions.

Redcar, Feb. 11.—During the heavy gale which visited this coast on Saturday, the brig *Roman Empress*, from Sunderland to Naples, was driven on shore on Marsk Sand. No sooner was her perilous position seen, than the Redcar life-boat, belonging to the National Life-boat Institution, was immediately manned and launched. After reaching the wreck, the life boat took off the crew of ten men, and afterwards brought them safely ashore.

Beaumaris, Feb. 10.—At daybreak this morning, during a gale of wind, some sailors were observed clinging to the rigging of a vessel which had sunk during the night, on the Dutchman's Bank. The Penmon life-boat of the National Life-boat Institution, immediately proceeded to their assistance, and brought them, four in number, safely on shore. They belonged to the schooner *Village Maid*, of Fleetwood, and had been in the rigging thirteen hours. Any other boat than a life-boat would have been swamped on the occasion, as five successive seas nearly filled her, but she immediately emptied herself of them.

Rhyl, Feb. 10.—It blew here yesterday a strong gale from E.N.E., with thick weather and heavy rain. The schooner *William*, of Liverpool, was observed to be stranded about a mile and a half from Rhyl. The tubular life-boat, which also belongs to the National Life-boat Institution, was, after some delay in procuring horses, launched, and afterwards succeeded in bringing the whole of the crew of five men, safely ashore.

Arklow, Feb. 9.—The Arklow life-boat belonging to the National Life-boat Institution, was instrumental during a terrific gale from the N.E., and a fearful sea, in rescuing the crew of five men from the schooner *William*, of Morecambe, which had got ashore between the south pier and the rocks. Owing to the very tempestuous state of the weather, the life-boat experienced immense difficulty in accomplishing her mission of mercy; but, thank God, she at last succeeded and brought the poor fellows safely ashore.

Wicklow, Feb. 9.—During the height of the fearful storm which visited the east coast of Ireland this day, the brig *New Draper*, of Whitehaven, drove on shore near Wicklow. The life-boat of the National Life-boat Institution immediately put off to the rescue of her crew; and after some difficulty succeeded in bringing the whole of the poor fellows—eight in number—safely ashore.

Skerries, County Dublin, Feb. 9.—A frightful storm has been raging all day on this coast, and there are no signs of its moderating. The schooner *Margaret Ann*, came ashore near Skerries, and her crew of five hands were taken off by the life-boat of the Royal National Life-boat Institution. The crew of the *Gipsy*, of Newry, were also taken off by the same valuable life-boat in the height of the storm, at the back of the Skerries Islands. The life-boat's crew behaved nobly on both occasions.

Carnsore, Co. Wexford, Feb. 10.—During the heavy gale of this day, the barque *Guyana*, from the Clyde to St. Kitts, came on shore and became a wreck on the Carrig rocks near Carnsore, where she lay dismasted. The Carnsore life-boat, belonging to the National Life-boat Institution, was immediately launched, and after considerable difficulty and risk, succeeded in taking off the whole of the crew, consisting of 19 persons. The cost (£300) of this life-boat establishment was presented, about two years ago, to the National Life-boat Institution, as a thank-offering, by a lady resident in Durham, whose life was saved from drowning, at great risk, by H. A. Hamilton, Esq., of Balbriggan, on board whose yacht she was when the accident happened. It is probable that the lives of 19 poor shipwrecked sailors, thus saved by this life-boat, are owing to that occurrence—an illustration of the inscrutable goodness of Divine Providence—which thus often prepares a great and permanent good, through a temporary and lesser evil.

Castletown, Isle of Man, Feb. 12.—During the furious gale on the 9th inst., it was reported that the lugger *Nimrod*, of this port, at anchor in Castletown Bay, was dragging her anchor; as certain destruction appeared to await her, the life-boat of the Royal National Life-boat Institution was immediately launched, and with great difficulty took the crew, consisting of two men and a boy ashore, leaving the lugger still dragging. It appeared that about 8 A.M. the chain cable had given way, and an anchor with a hemp cable was let out. The lugger dragged about her cable's length after the life-boat left her, after which the anchor held during the day and following night, when the weather moderated, and she was afterwards fortunately recovered on the morning of the 10th. It was a singular fact that both men rescued on this occasion, were also saved by the same valuable life-boat from the lugger *Queen of the Isles*, of Castletown, on the 15th Nov. 1858, and it was said, that one of them had, on a previous occasion, been rescued by one of the Life-boat Institution's boats elsewhere.

It is a gratifying fact, that throughout these numerous services of the life-boats of the National Life-boat Institution, not a single accident has happened, either to its boats or to their crews.

Her Majesty the Queen, in appreciation of the important and philanthropic character of the work of the Royal National Life-boat Institution, has signified her intention to become an Annual Subscriber of 50*l.* to its funds.

MEMORANDA OF CLUB MEETINGS.

Royal Mersey Yacht Club.—An excellent alteration has taken place at this club, by holding monthly meetings, and at the one held on Monday evening Feb. 4th, a numerous party of members and visitors attended at the Union Hotel, Clayton Square. The Commodore, T. Littledale, Esq. presided. The Treasurer read the financial statement of the past year, which showed a very handsome balance to meet the expenses forthcoming, and the report gave great satisfaction. The chief interest of the meeting was the

discussion of a general Regatta to be held on the Mersey. A liberal subscription was immediately entered into, and the Sailing Committee subsequently appointed Thursday and Friday the 4th and 5th of July next.

Prince of Wales' Yacht Club —On Friday evening, Feb. 8th, the monthly meeting was held at the Club-house, Freemason's Tavern, Great Queen Street, Rear Commodore J. Adams in the Chair. After the confirmation of the previous month's meeting, a discussion arose respecting the Opening trip, when it was ultimately agreed it should take place on Thursday, the 28th of March. Yachts to assemble at Blackwall, and proceed in company to Erith, the dinner to be at the Pier Hotel. Several gentlemen were elected as members, among whom was Mr. W. Turner, yacht *Haidee*, and Mr. J. Hedge, yacht *Bessy*, (this last is a new production of Harvey, of Wivenhoe.) Mr. Legg proposed and Mr. Webster seconded, "That this club desires to record its great regret that its valued friend, Mr. E. G. Knibbs should have resigned the office of Vice Commodore, which he has held with such considerable advantage to this Club since its formation, and this club begs to express its high appreciation of the services Mr. Knibbs has rendered the club for a period of 10 years, also of his courtesy and gentlemanly impartiality to the members during the time he has been Vice-commodore. And this club requests Mr. Knibbs will accept its sincerest wishes for his future health and happiness." This motion was carried unanimously, the mention of Mr. Knibbs's name eliciting immense applause. It was subsequently resolved that some substantial memento of Mr. Knibbs's connection with the Club should be presented to him by the members, and a Committee was formed to carry out the same.

Royal London Yacht Club.—The monthly meeting of this Club was held on Monday February 18th at the Caledonian Hotel, Adelphi, and was attended by between 70 and 80 members, the Commodore presided, faced by H. F. Smith. Esq., Vice-commodore, the latter gentleman taking the chair later in the evening, faced by Mr. Crossley. The minutes of the previous meeting having been read and confirmed, the following gentlemen were unanimously elected, viz:—Mr. R. Nicholson, Grove Cottage, the Grove, Clapham Road; Mr. W. Turner, 50, Cross Street, Manchester, (yacht *Haidee* 8 tons); Mr. A. and Capt. M. Tracey, Guy Lodge, Clapton.

Mr. Eagle, Treasurer, then moved the following alterations in the Rules on behalf of the Sailing Committee, viz:—

"That the following be substituted for Rule 50:—'That at all Club matches when a steamboat is engaged by the Club, members and their friends shall be admitted on board by tickets only, to be paid for at 5s. each, to be obtained from the stewards for the time being, and which shall not be transferable.'

"That the following be substituted for sailing regulation 0—4. 'That the first and second class yachts start from buoys laid down for that purpose, and third class yachts from and weigh their own anchors, the stations to be taken under the direction of the Rear-commodore or other person appointed

in his stead; and that all yachts be at their stations within one quarter of an hour after the signal gun to take stations has been fired, or not be allowed to sail in the match."

Both of these alterations (the Treasurer observed) had been suggested on economical principles, but the latter more especially, because it was considered that in the small class yachts weighing the anchor would require as much display of seamanship as the sailing itself, and would materially add to the interest of the match. Both alterations were carried, and the fixtures of the season are as follows:—

Opening trip, Saturday, April 27th,—yachts to assemble at Blackwall, at 3 p.m. and proceed to Erith, members and friends to dine at the Pier Hotel.

First match, Saturday, June 1st,—Third Class yachts for prizes of 20 sovs., and 5 sovs.; and an Extra match for yachts of 6 tons and under, for prizes of 15 sovs. and 5 sovs. Course from Erith to Coal House Point and back to Greenwich.

Second match, Wednesday, July 3rd,—First Class yachts for prizes of 50 sovs. and 10 sovs., course from Erith to Nore Light and back.—Second Class yachts for prizes of 30 sovs. and 10 sovs., course from Erith to South-end and back.

The Vice-commodore proposed that a room should be engaged at the Pier Hotel, Erith. exclusively for the use of the club members, that a flag-staff be erected, and the ensign of the club be hoisted, and that a battery should be established. This proposition was carried.

Vice-Commodore Smith then informed the club that a regatta on a large scale would take place at Erith during the season, and the promoters were anxious that the Royal London should take the management. This was unanimously agreed to, and a subscription commenced, when £15 were collected.

Wellington Yacht Club.—The monthly meeting of this Club was held on Tuesday evening, February 12th., at the Club house, Cheyne walk, Chelsea, Dr. Guest the Vice-commodore in the chair. After the confirmation of the minutes, Mr. Gregory proposed, Mr. C. Hes seconded, and it was carried, "That the day for sailing the first match of the Club in open boats be altered from the 13th of April to the 30th of March," to suit the convenience of some members absent last meeting. It was also agreed, on the motion of Mr. Daniel, seconded by the Vice-commodore, that the entries for the said match should close on the 23rd of March, at 10h. p.m. at the Club-house; boats to be at their stations on the day of the match at 3h. p.m., to start at 3h. 30m. p.m. The course to be from Battersea Bridge to the mouth of the Wandle, twice up and down, to be shortened at the discretion of the officer in command at the match. The following boats were at once entered:—Dolphin, Mr. C. Hes; Emma, Mr. J. I. Hes; Mersey, Mr. G. Oliver; Doura, Mr. B. Daniel.

Ranelagh Yacht Club.—The members of this Club held their monthly meeting at the Swan Tavern, Battersea, on Wednesday evening, Feb. 13th.

The Vice-commodore in the chair, faced by the Rear-commodore. The minutes of the previous meeting having been read and confirmed, Mr. J. Lamacraft was elected a member. The only other business before the meeting was the annual election of officers, the following being unanimously re-elected, viz:—Commodore, Mr. F. Talfourd; Vice-commodore Mr. W. Roe; Rear-commodore Mr. Ingram Pick; Treasurer Mr. W. Foy; Secretary Mr. A. Iago; Cup-bearer Mr. A. Lenthall; Auditors Messrs. C. R. Lawton and G. Yapp, Mr. Boyd being elected vice, Mr. M. Ward resigned. Messrs. Royston and Lister were elected to supply vacancies in the Sailing Committee. Thanks were then voted to the officers for their services during the past year, especially to the Hon. Sec. Mr. Iago, who continues in office. Several members were proposed for election, and the business terminated.

Birkenhead Model Yacht Club.—The annual meeting of the above Club was held at Gough's Woodside Hotel, on the 6th February and a numerous assemblage took place; Mr. G. Harrison Vice-commodore in the chair. Treasurer's accounts shewing a balance in favour of the club were produced. Mr. W. Turner was proposed for election at the next monthly meeting. The Vice-commodore having tendered the resignation of the officers, it was resolved that the best thanks of the Club be presented to them for their services during the past year. The following gentlemen were then proposed and elected members of the committee:—T. Brassey, jun., W. Scott, G. Harrison, St C. J. Byrne, T. W. Tetley, W. Laird, jun. C. H. Coddington, W. Wilkinson, C. M. Richardson, B. Poole, jun., A. Bower, J. M. Hanney, M. B. Wade. T. Brassey jun. was re-elected Commodore, and Mr. Harrison Vice, Mr. A. Bower Rear-commodore and W. Scott honorary secretary. It was unanimously resolved that the Annual regatta take place on Saturday June 29th. Several cups are already promised for competition on that occasion.

The Annual Dinner of the members of this club and their friends took place on 15th of Feb., at the Woodside Ferry Hotel. Between 40 and 50 gentlemen sat down to an excellent repast, served up in Mr. Gough's best style, Thomas Brassey, jun., Esq., the Commodore of the club, presided, faced by G. Harrison, Esq., the vice-commodore.

The cloth having been drawn, the usual loyal and patriotic toasts were proposed and responded to. "The Army and Navy" was acknowledged by Capt Littledale.

The chairman then proposed "Prosperity to the Birkenhead Model Yacht Club." He said he was sure he spoke the feelings of most of those about him when he said, that the days and nights they had spent upon the sea had not been amongst the least happy, nor the least beneficial of their lives. Sailing a yacht was not the easiest thing in the world, and the practical knowledge of seamanship which those who took a pleasure in yachting obtained, was a very useful acquisition. This last season was a very successful one, and he thought the next season would be still more so. He did not know whether any new yachts would be brought out, but he thought there was great encouragement for those who built new boats. (The Vice-commodore remarked that the *Haidee*, the crack yacht of the Thames, was coming here.) The Chairman hoped they would beat her. After stating that he was very anxious to encourage those who did not expect large prizes, and that with this view it was his

intention to give a £10 cup, and some medals, &c., as prizes for the most successful in the rowing races, he concluded by calling upon T. Wilkinson Tetley, Esq. to perform the duty which had been assigned to him by the members of the club, of presenting on their behalf to W. Scott, Esq., the able Honorary Secretary, a slight testimonial of their esteem.

Mr. Tetley said he had great pleasure in performing the duty, because he had been associated with Mr. Scott, and had had many opportunities of judging of the value of his services. He might state that the subscriptions had been limited to a small amount, and the testimonial was not a very costly one; but it represented the feelings of every member of that club, and was therefore more valuable than would have been a more costly one, subscribed to by fewer members of known wealth. (Applause.) Having eulogised Mr. Scott for the able and courteous manner in which he had always performed his duties as Secretary, he handed to that gentleman a very handsome silver cigar case, beautifully chased, and bearing the following inscription:—"Presented by the members of the Birkenhead Model Yacht Club to their Honorary Secretary, William Scott, Esquire, as a mark of their sense of his services in supporting the interests of the club.—1861."

Mr. Scott briefly acknowledged the compliment, saying it afforded him the deepest gratification to find that the members of the club thought him deserving of a token of their esteem.

The chairman next proposed "The Commerce of the Mersey," which was ably responded to by Mr. Carlisle,—“The Shipbuilders of the Mersey” proposed by Mr. Conway, was responded to by Captain Laird.

The Vice-chairman in proposing "The Commodore and officers of the Royal Mersey Yacht Club" said that as a member of that club he trusted that they would so exert themselves this year as to induce the best yachts and most scientific seamen in this country or in America to come here and compete with them and that there would be one of the finest regattas on the Mersey ever seen in Europe. As far as he was concerned, he was ready to contribute to the satisfaction of the Treasurer towards this object, and he hoped they would be able to make arrangements worthy of the largest commercial port in the world.

Commodore Littledale, in responding, said it would be the endeavour of the Royal Mersey Club to make the regatta as attractive and as popular as they could; and one important feature in the prize list would be the cup which Her Majesty was pleased to give to the Club once in three years.

The remaining toasts were "The Yacht Clubs of the United Kingdom," and "The Commodore of the Birkenhead Model Yacht Club."

WIND AND WEATHER MAP.

THE Electric and International Telegraph Company have conferred a great boon to the mariner and general public by placing one of these maps at the station near the harbour at Lowestoft. The map is one shewing the various stations of the Company, at the principal towns and seaports of the United Kingdom. Over twenty-three of these is a coloured disc, on which are printed the points of the compass, and certain indications of the weather

—as fine, stormy, &c. Each disc is supplied with two hands,—one red, indicating the way of the wind, and the other white, showing the state of the weather. Every day at about 8h. a.m. some thirty stations telegraph to the company's central station in London, the wind and weather, and these when thus collected are telegraphed back to the several stations. The clerk in charge then takes his telegram, and shifts the hands of the discs, and thus we have at Lowestoft the way the wind was, and the kind of weather prevailing throughout the United Kingdom about two hours before. One thing appears to be wanting, a case for the map with a glass door, as in its present exposed condition the hands are liable to be moved. This would be but a trifling expense, and one to which we think the public would willingly contribute. Mr. Willings, the obliging superintendent at the station, will be happy to explain the working and use of the map to any one wishing for information.

Editor's Locker.

ON THE WAVE LINE THEORY.

Douglas, Isle of Man, February 21st, 1861.

SIR.—In the last number of your valuable Magazine there is a report of Mr. Scott Russell's "Wave Line Theory" as advanced by him at the Institution of Naval Architecture, wherein it says that Mr. Russell "had taken vessels on the Wave Line principle 200 feet long, and had made them of every variety of breadth, and as long as they were 200 feet long and had the lines belonging to 15 or 16 miles an hour, so long had they gone at that velocity at a given power." To the majority of your readers at the Isle of Man this seems difficult to reconcile with the opinions contained in many of your excellent leaders "that a vessel to ensure speed must not be built to a greater breadth than is requisite for stability. And it is a well established fact that a vessel of a certain length and breadth must go faster than a vessel of the same length which is half as wide again, to say nothing of the depth which may be very much greater in the latter.

This would seem to deny the accuracy of Mr. Russell's theory in conveying to us that a vessel (to go to extremes) as broad as long, will sail as fast with a given power as a vessel built in the usual proportions.

Perhaps some of your numerous readers will afford an explanation on the matter and favour

Yours, &c., J. C.

To the Editor of H.Y.M.

DEATH OF HENRY SCOVELL, ESQ.

With deep regret we received the intelligence of the demise of this gentleman on the 22nd of January, at Monkstown, aged 70. Mr. Scovell was for many years Honorary Secretary to the Old Royal Irish Yacht Club, which flourished

under his excellent management during the period of the Lord-Lieutenancy of the late Most Noble the Marquis of Anglesey. The club at the time flew the St. George's Ensign, with a design, we believe, of a crown and harp. Some ten years after the departure of His Excellency yachting appears to have received a check, and the old club, notwithstanding the exertions of Mr. Scovell dwindled gradually, and merged into the Kingstown Boat Club, which became very prosperous. After a time it started as a yacht club again, and was enrolled under the title of the Royal St. George's. During the whole of these changes Mr. Scovell continued one of the most staunch supporters, and from being one of the founders of the latter club to the hour of his death, was ever foremost in supporting and promoting its interests. His former yachts were the *Queen Mab* and *La Belle Anglaise*, with which he was 'ever ready to afford sport among his fellow yachtsmen; and one who knew him intimately writes thus in *Bell*, "his well-known clipper, the *Atalanta*, was ever to be seen where real good sailing was the order of the day, and the veteran never appeared more thoroughly in his element than when at her helm and contending a hard-fought match. With her he has won many a well-sailed race, and a good display of the trophies of the sea amply attest the skill in, and devotion to, the noble sport. For the last twenty years scarcely has a season elapsed that the *Atalanta* was not one of the first yachts in commission and the last into winter quarters, and the style she was always kept in sufficiently denoted the master hand was over her. As lessee of the Custom House Docks at Dublin, the unvarying courtesy and attention he paid to the convenience of yachtsmen, ever directing his servants to accommodate their vessels and stores in every possible way, evinced the interest he took in minor details, and earned for him the respect and esteem of all who were brought into intercourse with him. Amongst the members of his club he was held in sincere and well-deserved estimation, and his long experience as a practical yachtsman and thorough cutter sailer caused his opinion upon such subjects to be regarded with no mean deference; his death therefore has caused a blank that will not easily be filled up."

REGATTAS AND MATCHES.

- March 30.—Wellington Yacht Club, Sailing Match at Chelsea. Entries close on the 23rd.
- June 1.—Royal London Yacht Club Sailing Matches for 3rd class, and yachts under six tons. Entries close May 24th.
- 29.—Birkenhead Model Yacht Club regatta.
- July 3.—Royal London Yacht Club Sailing Matches for 1st and 2nd classes. Entries close June 28.
- 4, 5.—Royal Mersey Yacht Club regatta.
- 9, 10.—Royal Northern Yacht Club regatta at Dunoon.
- 16, 17.—Royal Irish Yacht Club regatta at Kingstown.
- Aug. 13.—Royal Victoria Yacht Club regatta commences at Ryde.

The Corrected Summary is postponed until our next.

All communications must be addressed to the Editor, 6, New Church St. N.W.

HUNT'S YACHTING MAGAZINE.

APRIL, 1861.

YACHTS AND YACHTING*

BEING A DESCRIPTION OF THE BUILDING, MASTING, RIGGING, SAILING AND
GENERAL MANAGEMENT OF YACHTS.

CHAPTER XVII.

I SHALL now proceed to enumerate in detail some of the principal systems promulgated for the placing of cutters' and schooners' masts, and also for their proportions. In considering these systems the yachtsman will do well to bear in mind, that the data upon which they are in general founded, embrace certain proportions which only govern the size of a vessel, but not any peculiarity in the form of her hull; as for instance, two vessels may be of exactly the same length, beam, and draught of water aft, and yet totally dissimilar in shape; one may have a full fine body with rounded bow lines, and a lean after body with fine or hollowed run, and drawing nearly as much water forward as she does aft; the other may have a very fine entrance with hollowed lines and proportionally full after body, and may draw but little more than half as much water forward as she does: now these opposite conditions of form exercise a corresponding effect upon the position of the principal centres that should be our guide—viz: the centres of gravity of displacement, the centre of lateral resistance, or displacement, and consequently a very important effect on the position of the centre of propulsion of the sails. Yet ignoring these important facts we assume that because two vessels—respectively 80 feet long, 20 feet beam, and with a draught of 10 feet, we can by taken a certain proportion of, say

* Continued from page 104.

the length, accurately locate the spars : if vessels were constructed of exactly similar proportions in every respect, so that their external forms should under certain circumstances present similar surfaces to the fluid through which they pass, then such a rule might be reduced to sufficient accuracy, but in the present state of yacht building, where such a variety of shapes are produced, at best it can only be approximative, and serve but as an index to place the mast or masts on a sail plan, preparatory to the more careful investigation of the position of the respective centres of the hull and sails, upon which the accurate location will more properly eventually depend. With respect to the proportions of spars set forth in these systems, they appear to be more definitively deduced, inasmuch as the proportions of vessels upon which their stability depends form the basis of the calculations.

Mr. Robert Kipping in his treatise on "Mast-making and the Rigging of Ships," says "The form given to the vessel varies the disposition of the masts, for it is evident that a full bowed ship requires her foremast to be placed further forward than a sharp one; consequently, *though a general rule may be given*, still every builder should consider the nature of the form of his vessel, and vary the disposition of her masts accordingly."

The subjoined Tables No. I, of the positions of masts under various rigs, are taken from Mr. Fincham's work, and an inspection of them may enable yachtsmen and builders to establish a comparison between known vessels, and those which they are constructing, and from thence to make such alterations as circumstances may require; in fact the same observation will apply to all the tables I now give.

TABLE No. I—CUTTER YACHTS.

Yachts	Length	Breadth	Known Quantities,	Proportions in terms of known quantities.	
				Cutter Example 1.	Cutter Example 2.
}	Ex. 1—63·1 ft.	19·2 ft.			
	Ex. 2—57·25 ft.	18·8 ft.			
Spars,					
Mast before the middle on the water-line.....			{ Length of load water-line taken from the fore part of the stem to the after part of the stern post.	·112	·14
Mast to rake from water-line.....				12 inches	15 inches
Bowsprit to stive from the water line.....			In 12 feet.	7½ inches	10½ inches
Bowsprit to house from the fore part of the stem...			Breadth	·62	·53

In Tables No. I, the *Load Water Line* is assumed as the principal line of bearance of the vessel, from which the stations of the masts are to be determined.

SCHOONERS OF THREE MASTS—AS BRIG FORWARD—COMMON SCHOONER AND BERMUDA RIG.

Schooners 3 masts Do. Bg. for. Ex. 1. Do. Do. Ex. 2. Do. Common Do. Ber. Ex 1. Do. Ber. Ex. 2.	Length Breadth 78 7ft. 21-6ft. 110 6ft. 25-6ft. 102 5ft. 25-8ft. 90 0ft. 24-0ft. 96 0ft. 24-7ft. 94 7ft. 24-0ft.	Known quantities.	Proportions in terms of known quantities.					
			Schooners.			Schooners.		
			Three masts.	Brig forward.		Com. Schnr.	Bermuda.	
				Ex. 1.	Ex. 2.		Ex. 1.	Ex. 2.
Main-mast from the middle...	Length On L.W.L.	Abaft	Abaft					
Fore-mast before do.	Do.	·083	·11	·107	·046	·108	·084	
Mizen-mast abaft do.	Do.	·295	·8	·294	·338	·279	·31	
		·366	...	...	...	...	...
Main-mast to rake.....	In 12 feet.	27in.	33in.	28in.	24in.	24in.	33in.	
Fore-mast to rake.....	Do.	24in.	28in.	18in.	15in.	16in.	36in.	
Mizen-mast to rake.....	Do.	30in.	...	...	...	...	...
Bowsprit to stive.....	Do.	22in.	36in.	33in.	34in.	24in.	22in.	

YACHT BRIG.

Spars.	Known quantities.	Proportions in terms of known quantities.
Main-mast abaft the middle.....	Length on L.W.L. ×	·144
Fore-mast before the middle.....	Ditto ×	·323
Main-mast to rake.....	In 12 feet ×	10 inches.
Fore-mast do.	Ditto ×	2½ do.
Bowsprit to stive	Ditto ×	52 do.

LUGGERS.

Example 1. " 2.	Length Breadth 55-0ft. 16-75ft. 77-0ft. 23-7ft.	Known quantities	Proportions in terms of known quantities	
			Example 1 Common	Example 2 Lugger
Fore-mast before middle	Length L.W.L. ×		Before ·4	Before ·396
Main-mast from middle..	Ditto ×		Abaft ·037	Abaft ·04
Mizen-mast abaft.....	Ditto ×		Abaft ·444	Abaft ·396
Main-mast to rake	In 12 feet ×		·16in.	·12in.
Fore-mast do.	Ditto ×		·10in.	·6in.
Mizen-mast do.....	Ditto ×		·20in.	·24in.
Bowsprit to stive.....	Ditto ×		·6in.	·6in.

LATTEEN RIG.

Example	Length 125'0ft	Breadth 32'0ft		
Spars.			Known quantities	Proportions in terms of known quantities
Main-mast from the middle.....	Length	L.W.L.	×	·000
Fore-mast before the middle.....	Ditto		×	·407 before
Mizen-mast abaft.....	Ditto		×	·407 abaft
Main-mast to rake.....	In 12 feet		×	·000
Fore-mast do.	Ditto		×	·23 in. forward
Mizen-mast do.	Ditto		×	·12 in. aft

TABLES II.—SCHOONERS.

Mr. Griffiths gives us the *Danish Rule*, for placing a schooner's masts as follows:—the foremast should be placed from one-fourth to one-fifth of length on the Load Water Line aft of the perpendicular, and to rake from 4 to 10 degrees; the mainmast from one-eighth to one-ninth the length aft of its longitudinal centre, and to rake from 6 to 10 degrees. Elevation of the bowsprit from 6 to 10 degrees.

Proportions for Schooners' Spars.

The whole length of the mainmast to be three or three-and-a-quarter times the extreme breadth, and in diameter to be one inch for every four feet of length; the mast-head to be one-eighth to one-ninth of the extreme length of the mast.

The length of the foremast to be from eight-ninths to nine-tenths of the length of the mainmast, its diameter and length of head to be the same as the mainmast.

The bowsprit outboard to be half or two-thirds of the extreme breadth of the vessel, its diameter to be one inch for every four feet of length.

The jib-boom to be outboard of the bowsprit three-fourths of the extreme breadth of the vessel, its diameter to be one inch for every five feet of the whole length.

The main-boom to be one-third of the distance from the main-mast to the stern—over the stern; its diameter to be one inch for every five feet.

The main-gaff to be two-thirds or three-fourths of the length of the boom, and its diameter one inch for every four feet of length.

The fore-gaff to be from four to six feet shorter than the main-gaff.

The main-topmast to be from two to three feet longer than half the length of the mainmast.

The fore-topmast to be from eight-ninths to nine-tenths the length of the main-topmast.

Should a schooner be rigged with square topsails, the lower yard is to be from one and three-fourths to one and five-sixths of the extreme breadth of the vessel, and its diameter to be one inch to every four feet of length. The topsail yard to be three-fourths the length of the lower yard, and the top-gallant yard to be two-thirds of the length of the topsail yard.

DANISH RULE FOR CUTTERS' MASTS.

The mainmast is to be from one-third to three-eighths the length of the Load Water Line aft of the forward perpendicular.

If any rake be desirable the greatest permitted to be 4 degrees.

Proportions for Cutters' Masts.

If a vessel have much stability the extreme length of the mainmast to be the same as the length of the vessel on the Load Water Line; but if of moderate stability the length of the mainmast to be three times the extreme breadth of the vessel: its diameter to be one inch in every four feet: the head of the mainmast to be one-eighth of its extreme length.

The topmast to be the length of the lower mast from the deck to the hounds.

The bowsprit to be outboard twice the beam.

The main-boom to be from two to six feet over the taffrail.

The gaff to be from two-thirds to three-fourths the length of the main-boom.

In vessels sparred according to this rule, the centre of propulsion of the sails may be found at or aft of the longitudinal centre of the vessel, and its height above the Load Water Line from one-and-a-quarter to one-and-three-quarters, and to twice the extreme breadth of the vessel.

TABLES III.—AMERICAN METHOD OF MASTING SCHOONERS.

The Americans seem to vary in their methods of sparring according to the stability of the vessel; the following appears to be their rule for a vessel of average stability.

The length on deck is divided into 756 parts: the centre of the foremast to be 192 of these parts from forward; the centre of the mainmast to be 258 of these parts from the centre of the foremast; the rake to vary from five-eighths, seven-eighths, to one-and-a-half inches to the foot.

The hoist of the sails range from twice to two-and-two-thirds the beam; and taking this with the division of the length on deck into 756 parts as the datum, the following proportions are given for the sails,—336 of these parts to be the length of the foot of the foresail,—408 of these parts to be the length of the foot of the mainsail, and 204 of these parts to be the widths of the heads of both foresail and mainsail. 348 of these parts to be the length of the foot of the jib.

Mr. Griffiths tells us that these proportions are applied generally to the fast sailing coasting American schooners, and therefore they appear to be more applicable in experimenting with our schooner yachts: a sail draught made in accordance with them may prove extremely useful as a standard of comparison, for there is little doubt that such schooners as the *Moses Grinnell* and *Mary Taylor*, are of no mean repute, and if report speaks true the former vessel appears to be equal, if not superior, to the far famed *America*, more particularly as to open sea work

In the flat wide built centre-board schooners of the United States, he says, that a much greater proportion of canvas is carried, and that much of the diversity that exists is owing to the varieties of local custom, the schooners of America not being generally built in the vicinity of large cities, but wherever on the coasts timber and capital are to be commanded, and water sufficient to launch them. But taking the above stated proportions as those under which known vessels of America have performed in every respect to the satisfaction of competent judges, it only remains for any yachtsman who elects to experiment upon this rule, so to modify, by increase or diminution, as may suit his taste, or appear requisite to the form of his proposed vessel.

The American sloops appear to be masted and canvassed with a much more strict adherence to the general rule applied to them. The position of the mast is three-fourths of the beam from the forward part of the deck; and its rake is from one-fourth to seven-eighths of an inch to the foot. The proportions of sail are, mainsail, the hoist to be two-and-a-half times the breadth of the vessel; the length on the foot to be three times the breadth of beam added to the depth of hold; the length of the after leech to be three times the breadth of beam added to three times the depth of the hold; the width of the head to be once the breadth of beam, with three times the depth of hold added. The length on the jib-stay is to be the same as the foot of the mainsail; the after leech of the jib to be two-and-a-half times the breadth of beam, or the same as the hoist of the mainsail, and the length on the foot is to be the same as the width of the head of the mainsail.

Taking the proportions stated above for the placing of masts as merely approximative, and subject to such alterations as the form of a vessel may require, in order to make the centre of propulsion of the sails, the centre of gravity of displacement and centre of lateral resistance of the hull, harmonize, they may be found useful to the amateur draughtsman as a point to start from when commencing his sail draught; and then when he has made his calculations, if the centres do not harmonize according to these rules, he must shift the positions of the masts in the drawing until they do, and thus adapt their position to the form and requirements of the proposed vessel.

With respect to the dimensions of spars set forth, and also the proportions of sails; as they have been calculated according to these dimensions of the hull which involve the properties of stability, they may be regarded as of somewhat more accurate data than those given for the location of the masts, but still subject to such modifications as comparison with vessels of known good performance may warrant, and I would impress upon yachtsmen the importance of obtaining when opportunity offers, the measurements of the hull, spars, and canvas, either individually or collectively, of any vessels, schooners or cutters, of large or small tonnage, that may come under his notice; a collection of such would prove invaluable as a standard of comparison, and the plans of such vessels indexed

according to their performances, would form a guide to future operations, the importance of which could not be too highly estimated.

The yachtsman who makes such a collection, and gives the yachting public the benefit thereof, will have deserved well of his brethren of the wave, for irrespective of the time and energy required for the collection and arrangement of the requisite information, an indefinable mystery, a kind of jealous conservation, an almost selfish reticence, will have been opposed to him in many quarters, that cannot but have amply tested his patience, if not his politeness, and most certainly drawn largely on his stock of perseverance; that such should exist is strangely anomalous, but nevertheless true. There are many yachtsmen, to say nothing of builders, who are now possessed of detached information, that in itself though of value, is comparatively useless save to the individual possessor. Now, if all this information were thrown into a mass and properly arranged, every man might possibly find that from the great body he would derive ten times the amount of information he had individually contributed, and hitherto so jealously hoarded up; so that in fact all would be benefited on a large and comprehensive scale by a co-operation of this kind, whilst at present each individual but slowly increases a comparatively limited store.

We are very far from having arrived at the perfection of yacht building and sailing yet: until we cross the Atlantic and prove over the course from Robbin's Reef light round the light-ship off Sandy Hook, or in the waters of Long Island Sound, that an English built and sailed yacht can recover the prestige we have lost, we must be content to labour onwards with the hope of sooner or later arriving at a perfection that shall enable us to accomplish this triumph.

As regards the raking of a schooner's masts, there is a great diversity of opinion; it is difficult to ascertain what gave rise to the raking of masts, but the probability may be that the system originated in some sharp bowed vessel having had her spars placed too far forward, consequently the centre of propulsion also, and being at the same time too high; under these circumstances having proved a wet and dangerous vessel, diving into the sea when before the wind, and labouring severely and running off her helm when close-hauled, in order to remedy such serious defects the experiment of raking her masts was tried and found to succeed perfectly; a discovery it might possibly have been called, whereas it was nothing more than locatin~

the centre of propulsion of sails where it ought to have been originally, and thus hitting upon the proper distribution of her canvas afterwards it was considered of benefit as thereby obtaining lifting power, but it is equally possible that what is gained in lifting power is lost in the effective propulsion of the vessel. One thing is certain, that a vessel with raking masts never can derive the full benefit of her canvas, when running before the wind; and in light winds the rake is very injurious, as the sails instead of sleeping to the light airs have a tendency to fall back, and thus by fitfully filling and shaking, beat the wind out of them: the spars also must be longer and heavier, and it is impossible to get good and effective topmasts.

On the other hand the raking of the masts present certain apparent advantages when a vessel is close-hauled; the mainsail and foresail having a tendency to fall aft from their respective masts may be supposed to trim flatter; but then the question arises, does the advantage which we thus gain upon a wind, and which at best is somewhat questionable, compensate for the positive disadvantage and injury from loss of power of propulsion we labour under when running before the wind: with respect to the flat standing of the sails when she is close-hauled, if they do not do so from cut and construction no system of raking will remedy such a defect, and a bellying badly cut sail on a raking mast will have a tendency to depress a vessel injuriously when she inclines to the weight of a strong breeze.

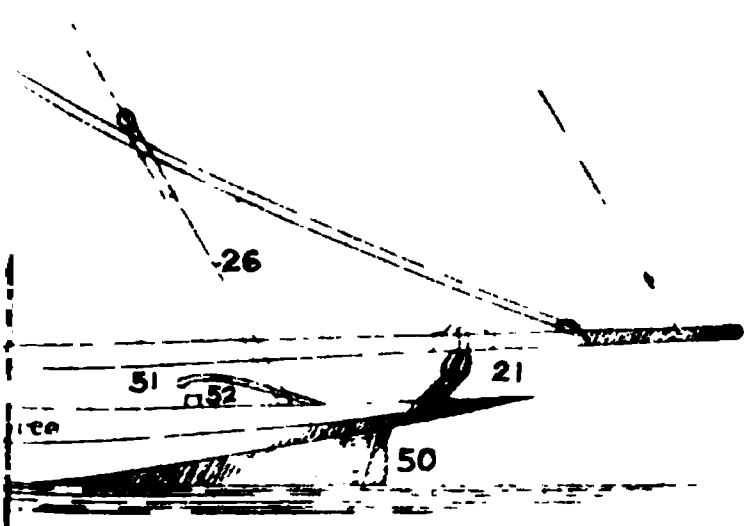
A very moderate rake in a vessel's masts looks well, and from our having so long associated it with the rig of a schooner it is difficult to divest ourselves of the idea that she cannot be perfect, or present a handsome appearance without it; but practically considered the less there is the better for any advantage that can be obtained by it; in a schooner without a rake there would be some difficulty in keeping the fore-stay sufficiently taut when she was closed-hauled; this is accomplished with a rake because the whole weight of masts and sails is thrown upon the stay, and this in itself is highly objectionable, to have the safety of a vessel in a great measure depending upon a single rope: in a cutter rigged vessel the pennants, runners, and tackles perform this duty, and therefore the addition of proper runners and tackles to a schooner's masts would obviate such a difficulty.

That a schooner can be proportioned and rigged so as to compete advantageously with cutters depends I think in a considerable

degree as to whether her masts are stepped with a rake or not, for let a schooner be close-hauled when she careens to the wind, if her masts are considerably raked they tend to depress: the lifting power gained by the raking of the masts, be it much or little, assists this depression still more, so that this and the disadvantage suffered in running before the wind, are of serious detriment to a schooner's speed. One advantage that a cutter will ever have over a schooner is in the concentration of her canvas, yet do I not think this will prove at all times fatal to a schooner's success.

We have satisfactory evidence of what can be accomplished with the schooner rig in the Wildfire; this famous little schooner has little or no rake in her masts, and surely if ever a vessel from sharpness of lines required the assistance of the lifting power that it is supposed raking the masts imparts, she does. I have often seen this little schooner sail in weather that gave antagonists of twice her tonnage plenty to do, and she went along at top speed and as light as a bird; furthermore she has contended with and defeated some of the fastest cutters afloat; it is all very well to say that she is nothing more than a double rigged cutter; of anything this proves that the nearer a schooner can be rigged on both masts to a cutter the better; probably if she had not originally been a cutter, but left the stocks as a schooner, we would have accorded her the full measure of praise; but the fact of her having been built for a cutter and subsequently schooner rigged, rather prejudices us against her, particularly when we see her receiving a schooner's allowance of time, and we cannot divest our minds that to all intents and purposes, she is but a cutter still, only doublerigged.

However, 'tis the rig, not the vessel, that is just now the subject of our consideration, and therefore no matter what sophistry the circumstance of her having once been a cutter may engender, we cannot get rid of the fact that she is schooner rigged; and a strong proof that that rig can be adapted more successfully than heretofore for the attainment of high speed. She is to my mind strong evidence that when the centre of effort of the sail is properly located, a schooner is all the better for having but little rake in her masts. If the masts were perfectly upright it would present a very ugly appearance, as then they would seem to lean over the bows, and in fact would do so when running before the wind; but as near an approach to the perpendicular as will do away with this appearance and its result, a correct



acht.

Van.

location of the centre of propulsion, and a proper distribution of the canvas, will I think bring out the best qualities of a schooner more effectually than will raked masts.

I have not by me at the present moment a record of the circumstances under which the Wildfire contended and defeated cutters, as to allowance of time, &c., but before I close these papers, I shall investigate them, with a view of laying before my readers a plain statement, wherefrom to judge as to what points she has excelled in as a schooner, and what advantages she derived from time allowance in her trials of speed against cutters.

In an old work on Naval Architecture I find the following proportions given for the masting of a cutter:—The length on deck, breadth extreme, and depth of hold to be added together, and three-fourths of the product taken for the length of the mainmast. The mast to be stepped five-twelfths from forward.

YARNS FOR GREEN HANDS.

We this month present our readers with a copy of Plate 1 of the illustrations to "Vanderdecken's" excellent work on cutter sailing. We have been actuated in doing so from the number of letters received by us relative to this little volume, (the second edition of which is now preparing for press,) all of them speaking in the highest terms of the nautical information and instruction contained therein, and bearing testimony to the lucid manner which technicalities are simplified by reference to the illustrations. It is with a wish therefore to lay before our patrons everything that can be useful to the cause of yachting, whether the product of pen or pencil, that we have transferred this plate by permission of the author.

CUTTER'S STANDING AND RUNNING RIGGING, SPARS, &c.

- | | |
|----------------------|-----------------------------|
| 1 Main shrouds. | 11 Bowsprit shroud tackles. |
| 2 Topmast shrouds. | 12 Peak halyards. |
| 3 Topmast stay. | 13 Main or throat halyards. |
| 4 Forestay. | 14 Eyes of the rigging. |
| 5 Runner pennants. | 15 Balloon jib halyards. |
| 6 Runners. | 16 Working jib halyards. |
| 7 Runner tackles. | 17 Fore halyards. |
| 8 Bobstay. | 18 Gaff-topsail halyards. |
| 9 Bobstay tackle. | 19 Jib-sheets. |
| 10 Bowsprit shrouds. | 20. Fore-sheets. |

21 Main sheet.	36 Channels and chain plates.
22 Gaff-topsail-sheets.	37 Bowsprit bitts and windlass.
23 Boom topping lifts.	38 Mainmast.
24 Gaff-topsail clew-line.	39 Topmast.
25 Topmast backstay—used when running off a wind	40 Gaff-topsail yard.
26 Topmast backstay tackle.	41 Gaff.
27 Peak downhaul and ensign halyards.	42 Boom.
28 Fore downhaul.	43 Saddle of boom with spider hoop.
29 Jib downhaul	44 Cross-trees
30 Gaff-topsail bowline.	45 Jib traveller.
31 Gaff-topsail bowline bridle.	46 Gaff-topsail tye traveller.
32 Signal halyards.	47 Masthead cap.
33 Dead eyes and shroud lanyards.	48 Truck.
34 Sheer pole.	49 Stem.—Cutwater.
35 Bowsprit gammon iron.	50 Stern-post and rudder.
	51 Tiller.
	52 Quarter timber head.

One, Port bow.—Two, Port beam.—Three, Port quarter. And for the starboard side of the vessel, Starboard bow, beam, and quarter.

YACHT MEASUREMENT BY AREA OF CANVAS.

[MUCH has been written upon this subject in the *Yachting Magazine*, and it has been partially tried by the Squadron and the Clyde Yacht Clubs, and of course conflicting opinions have been expressed. From the time that has elapsed, it was thought to be entirely ignored from Yachting Circles, but the motion of Colonel Brown in the Royal Thames Yacht Club has again revived it, and we have been applied to by several Yacht owners for copies of the work of the originator of the plan, (the late P. R. Marett, Esq.,) and not being able to accede to their wishes we have given that portion which relates to the sailing by Area of Canvas. The Royal Thames Yacht Club has appointed a Committee to investigate and report upon its practicability for Racing Measurement in the Thames, and great expectations are entertained of the subject being more thoroughly entered into than it has hitherto been. We are not aware who compose the Committee, but imagine none but thorough practical men were appointed. The eyes of the Yachting World are upon them, no theoretical opinion must be given; but the report should be based on such solid arguments that none can gainsay it:—ED. H. Y. M.]

The application of the tonnage law to yacht races has acted most prejudicially to the interests of the yachtsman; certain classification and measurement has been adopted, but it has frequently happened that some one yacht, availing herself of the defects in the tonnage law, has particularly distinguished herself; wherever she appeared, the entries diminished in number; the sailing committees finding the regattas on the decline made some stringent rules, pointed exclusively at bringing the fast yacht to the level of the slower, and no sooner did a small yacht

succeed in vanquishing a larger one; than the "time" hitherto allowed her was abolished. The sole aim of the sailing committees appears to be the sustentation of their races, they forget that in the natural course of things an improvement in the form of the yachts takes place, and the fact of the small vessel beating a larger is but an indication of advancement in the right direction, and shows that their efforts in encouraging a swifter class of vessels have met with success beyond their expectation: that the vessels are bad is the fault of the system and of the measurement, and the remedy consists in substituting a better system and better measurement.

It therefore appears that the club measurement has had a great, but most pernicious influence on the construction of yachts and in the promotion of sport; and before a remedy can be applied it will be necessary to determine by what standard their speed is to be measured; whether the speed is to be positive or comparative, whether it is the actual speed through the water without respect to any consideration of the size of the vessel, or whether it is the speed of one vessel compared to that of another of different dimensions. Now, this is most important, because it may happen that unless the measure be a good one the comparison may be unjust, as the larger vessel may be the slower. Bearing in mind that the object of a sailing match is that the fastest vessel should win, and that where two or more yachts of unequal sizes are matched the fastest in proportion to size should win, we require a means of estimating the size, and so handicapping them that the best yacht shall not sail under any disadvantage. The present tonnage measurement has been productive of the present class of racing yachts, a class which none can wish to see perpetuated, as it includes very many bad features. As a substitute, some of the clubs have adopted a modification by taking the length aloft instead of the length below. This is probably an improvement, but will merely affect the rake of the stern-post. Some experienced yachtsmen advocate one simple measure, that of length only, but this is doubly objectionable, as it admits unlimited breadth and unlimited depth; thus we should have broad yachts, which from their form would have great stability, and consequently carry large sails, entailing all the miseries of unseaworthiness, expense, and deficient accommodation. Other propositions for an amended plan of measurement have been suggested, but they all appear to be based on a wrong foundation, they contemplate merely an alteration of the existing tonnage, and the substitution of some other measure of the capacity of the vessel whereby to measure her speed. These two things—speed and capacity, are so opposite, that they can hardly be reconciled or compared.

We have seen the *Heroine* beat the *Alarm*, the *Arrow* and *Mosquito* beat the *America*, yet no one thought the *Heroine* a better vessel than her opponent, or would have preferred either of the cutters to the schooner.

What then is really required ; *first* a measure of the hull for club purposes, or as a means of comparison; and *second*, a measure for racing purposes. For the former the old tonnage may be as good as any other measurement ; and for the latter we require some limit which may admit of a fair and equitable classification or means of handicapping for a race, while it leaves the naval architect at liberty to construct his vessel on any system which he may think proper, without permitting him to infringe or evade the measurement. Not only should this unit of size offer inducements to improve the form of yachts, but it should aim at an improvement in the rig and arrangement of the sails. When such a measurement is established, we may hope for the substitution of correctly modelled yachts, in lieu of the over-sparred and over-manned vessels which are to be found at the starting buoys of every regatta.

The fact is, that the only correct measure of a yacht for racing purposes is the measurement of the sails. Its great simplicity and practicability are only secondary recommendations to the evident advantages to be derived from its adoption, no valid objection except that of novelty has ever been raised against it, and the most beneficial results are to be expected were this method of measurement applied to racing craft. This is more particularly apparent when preparing a drawing for a racing yacht. The first question naturally is, what vessel is it required to beat, and by what means is she to be beaten ? By larger sail or by larger hull, or by observing the same dimensions precisely ? It never occurs to us that the end is to be attained by reducing any part of the original. If the sail is increased we gain an advantage over our opponent which should attract the attention of the handicapper quite as much or more, than an increase in what is settled to be no longer a measure of the hull. If with smaller sails we outsail our rival, who can say that an improvement in the form of our vessel is not the cause. We have given the owner a yacht of equal size, and of greater velocity, requiring a less crew, and consequently of less cost to maintain, and with some additional internal space.

By the present system the attempt to improve is discountenanced, and a set form of vessel which is daily abused by its promoters is forced upon us ; and no one yacht club is yet found bold enough to originate some substantial correction of a system which they all acknowledge to be fundamentally wrong. The only objection the measurement of the area

of sail is that the innovation is too great ; but it must be borne in mind that the remedy should be proportional to the disease, and surely the disease is great enough : all half measures or patching of bad ones are of little or no avail ; it has and will only beget fresh evasions, to be met by fresh alterations, without in any way producing yachts constructed on better principles than those we have at present.

It may be considered doubtful whether the actual sails could be measured, and therefore a method of approximating to the correct area has been suggested ; but there can be no difficulty about measuring the sails themselves, and in so doing it is a question whether the largest top-sail and the largest jib should be included : by including them balloon sails would cease to appear, and when a yacht of any different rig than the usual cutter or schooner ventured to race, she would contend on even terms as to sail at least ; or if, as is frequently the case, some yachtsman would start his vessel, well knowing her powers in sailing to windward, but also aware that without balloon sails his hardly contested laurels would be snatched from him by some sailing machine that can double his spread of canvas when before the wind, then the oversailed clipper must allow his adversary "time" in proportion to the additional sail or else not hoist it.

One of the prominent advantages of the adoption of the sail measurement is, that the most difficult questions in match sailing would meet with an easy solution. When the number of crew is proportional to the work to be done, or in other words, to the sail they would have to set and work, there could arise no dispute on this head. Again, the allowance of time for additional size can be so admirably arranged when the area of sail is the racing measure of size, that when once a good time table was established all trouble or annoyance on this score would be obviated. Unless there is an allowance of time for size, the sail measure loses half of its evident advantage, and the races their interest ; with it, yachts of different sizes and rigs can contend in the same race with a fair chance of winning ; without it, only one size of yacht can have a chance. The following time table, adapted to the sail measure, is a part of the system of measurement now advocated ; in fact in all matters of racing the time table is of as much importance as the measurement. The table was constructed on a careful consideration of the performances of Mosquito, Volante, Secret, Phantom, Vampire and Vesper, which had sailed so often together that the time either of these yachts could beat the others was known to a nicety. It may be added that a vessel of twelve tons sets about 1,500 feet, and a vessel of fifty tons sets about 4,500 feet.

TABLE OF TIME FOR DIFFERENCE OF SIZE IN YACHT MATCHES.

Area of Sails.	6 hours.		6½ hours.		7 hours.		7½ hours.		8 hours.	
	Time	Diff	Time	Diff	Time	Diff	Time	Diff	Time	Diff
	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min
1500	42	—	38½	—	55½	—	62½	—	70	—
1600	39½	2½	45½	3	52	3½	58½	4	65½	4½
1700	37	2½	42½	2½	48½	3½	54½	3½	61½	4½
1800	34½	2½	40	2½	45½	3	51½	3½	57½	4
1900	32½	2½	37½	2½	42½	3	48	3½	53½	3½
2000	30	2½	35	2½	40	2½	45	3	50	2½
2100	28	2	32½	2½	37½	2½	42½	2½	46½	2½
2200	26½	1½	30½	2½	35	2½	39½	2½	43½	2
2300	24½	1½	28½	2	32½	2½	37	2½	40½	3
2400	22½	1½	26½	2	30½	2½	34½	2½	38	2½
2500	21	1½	24½	1½	28½	2	32½	2½	35	2½
2600	19½	1½	23	1½	26½	2	30	2½	33½	2½
2700	18½	1½	21½	1½	24½	2	28	2	31½	2½
2800	17½	1½	19½	1½	22½	1½	26	2	29	2
2900	16	1½	18½	1½	21	1½	24½	1½	27	2
3000	15	1	17	1½	19½	1½	22½	1½	25½	1½
3100	14	1	15½	1½	18	1½	20½	1½	23½	1½
3200	13	1	14½	1½	16½	1½	19½	1½	21½	1½
3300	12	1	13½	1	15½	1½	17½	1½	20	1½
3400	11	1	12½	1	14½	1½	16½	1½	18½	1½
3500	10	1	11½	1	13	1½	15	1½	17	1½
3600	9½	1	10½	1	11½	1½	13½	1½	15½	1½
3700	8½	1	9½	1	10½	1½	12½	1½	14½	1½
3800	7½	1	8½	1	9½	1	11½	1½	13½	1½
3900	7	1	7½	1	8½	1	10½	1½	12½	1½
4000	6½	1	6½	1	7½	1	9½	1½	11½	1½
4100	5½	1	5½	1	6½	1	7½	1½	9½	1½
4200	4½	1	4½	1	5½	1	6½	1½	8½	1½
4300	4	1	4	1	4½	1	5½	1½	7½	1½
4400	3½	1	3½	1	4	1	4½	1½	6½	1½
4500	2½	1	3	1	3½	1	3½	1½	5½	1½
4600	2	1	2½	1	2½	1	3	1½	4½	1½
4700	1½	1	1½	1	1½	1	2½	1½	3½	1½
4800	1	1	1	1	1	1	1½	1½	2½	1½
4900	—	1	—	1	—	1	—	1½	1	1½
5000	—	—	—	—	—	—	—	—	—	—

The foregoing table is calculated on the assumption that the allowance of time should bear some proportion to the duration of the race. Thus a vessel the area of whose sails is 3,000 square feet, would allow 24½ minutes to one of 2,000 square feet area in a race of eight hours, but only fifteen minutes if the race lasted six hours; the length of the match to be estimated from the time the first vessel takes in sailing over the course.

SIMON BOOMER'S GUN ROOM.*

BY SNARLEYOW.

CHAPTER X.

ANY one who has been suddenly snatched from the depths of despondency, and placed in a position of joyous triumph, can enter into my feelings, as upon that beautiful morning of the 10th of July, 18—, I paced the deck of the Duvernay, now the Myosotis : if a fairy of the olden time had been at my elbow I could not have had my every wish more fully gratified ; talk of the Arabian Nights !—Such tales of enchantment were mere trifles compared to my astonishment and happiness ; but now again the demon of discontent took possession of me ; this Joe Marston—venerable and excellent mariner as he was,—my most potent, tho' by no means presentable fairy,—might he not prove a little in my way,—the selfishness and vanity of man was strong within me, I would have my triumph to myself—no one should question the originality of my genius in converting an old weather worn battered hulk into the splendid looking clipper, which appeared to excite the wonder and admiration of the crews of the various yachts amidst which we were gliding upon that glorious summer's morning ; in fact, I wished the existence of the Duvernay to be ignored : I felt that having him on board I could not speak so freely of the beauties of my vessel, for my conscience told me that the success was his not mine ; what a pretty mess my want of purpose had placed me in ; afraid of a poor—worn out old sailor ; moral courage—yes—where was it ?—what when this very paragon of yachts came to be overhauled ?—it would not be “oh Mr. Fenton what exquisite taste !”—or “Fenton, my boy, what a thorough going sea dog you must be !”—No—I would have to usher Mr. Marston forward, or be murmured at as the pirate of another man's talents ; oh no ! this would never do—Marston must go,—and yet a bitter pang tortured me as I looked around, and everything he had done evinced such an honest whole-spirited devotion to the task he had so unostentatiously undertaken. Verily there was black ingratitude on one side and an evil longing for unalloyed triumph upon the other ; besides the man was old—a quiet home on shore would be more conducive

* Continued from page 80.

to his comfort than knocking about here and there in a yacht ; it was in my power to make him comfortable for the remainder of his days : thus I sought to allay the uneasy feeling within, for I felt I owed the old man a debt of gratitude, and one that I was willing to discharge—after my own fashion.

But time was running short so I summoned Marston below.

“ You have performed your part well Marston !” I commenced—

“ No, sir—it war’nt me—honor to whom honor—and credit to whom credit be due !”

How I winced—

“ But Joe, you don’t mean to say that all these alterations were made without your having some voice in it ?”

“ Mayhap they were—mayhap they were not !” answered Marston, “ you see as how I see’d this here craft grow from her keel to her truck—altho’ I did not say so much when I shipped with you down yon at Freshwater—I have seen too many ups and downs in my life to care much for overhauling my log,—but as I said afore, I see’d every stick put into her,—she was built for the ould Lord A——, and just then I came off the long voyage—I was used to yachts and fond of ’em as a child would be of its toy—and a happy man I was the day the ould Lord rated me as her captain”—

“ What !” I exclaimed, “ do you mean to say that you once were captain of this yacht ?”

“ Ay—ay—true it is—and a better built ship there does not float on salt water than the ould Duvernay ;—well Sir, the ould Lord died, and he left in his will that the Duvernay was to be kept in the family, and that I was to be in charge of her during such time as I chose to stay ; but the young Lord was not a sailor—he was more for cruising ashore with dogs and horses and fine ladies, than for a pea jacket and the deep blue—so I went to sea again in a merchant-man, and my change of fortune went hard with me !”

Here the old man ceased for a moment evidently struggling with bitter memories.

“ Well sir I came back, and I found the ould ship was in bad hands—then I tried to get another yacht,—but somehow—these smart brass-bound skippers were too many for me, and I felt spirit and heart-broken when your honour picked me up in Freshwater yon,—then thinks I to myself—Joe boy, here’s a chance for the ould ship and yourself too—mayhap the ould Lord’s time is coming again—and that after all she and you may have happy times together as in the olden days,—so you see, sir, I knowed Jack Pilchard, he was ’prentice in the same yard

where she was built, a smart lad he was and I may say she was his own child ; so when your honour tould me to get her overhauled and made shipshape, I know'd if there was a man in the 'varsal world that would do that after my own heart it was Jack Pilchard ;—he did take on a bit too when he see'd her, and says he—'she was my first ship Joe—and I'll make her an A1 yet'—whether he has done so or not—your honour is the best judge !”

“But Joe, Mr. Pilchard did not know me—or anything about me—how did he know he would ever be paid for all this work ?”

“Well, sir, you see as how Jack Pilchard and I were boys together, and I may say all as one as brothers, and though he knew I was wild and wayward in my day—yet he also knew that I was an honest man, and a man who never gave his word without keeping it.”

“Yet you did not know me, Marston.”

“I have seen a good many men in my life time, sir—and studied their ways too,—and I think I can know a gentleman when I meet him—besides I had the papers of the ship—altho' for that matter they were of little use !”

“Then Mr. Pilchard has these papers now Joe in security for his account ?”

“No, sir—he'd scorn the like even as I would—here are the papers !” said the old sailor, drawing himself proudly erect as he placed them on the table.

Here then was an instance of simple confidence in an old honest-hearted rough-spun son of the sea, he had pledged himself in my behalf and carried out what I lacked the energy and knowledge to do myself,—well there was one thing—neither him nor his friend Jack Pilchard should regret that confidence—and yet this was the man I was going to cast from me—a man who reposed implicit faith in me such as I had never hitherto experienced.

“And here!” continued he “is Jack's account for what he has done,—also my account of money laid out in bringing her away from Fresh-water and back, and here is fifteen pounds ten shillings of the £50 your honor entrusted to me!”

I glanced hurriedly over them—the account for all that had been done,—for making a new ship of the Duvernay, was not half what I had contemplated ; and every farthing that Marston had expended was accounted for, and the balance laid before me.

“Put that amount in your pocket Joe !” I exclaimed “as an instalment of what I intend doing for you !”

“If I may make bold enough to ask your honor,—may I hope to get

charge of the old ship once more, if your honor wants reference or security—there's Jack Pilchard — ?”

The old mariner looked at me with a keen enquiring longing gaze.

“ I have picked this crew for your honor—and a finer lot of brave dashing seamen never trod a plank,—they know nothing about the ship, where she came from or anything else, but they know me of old !”

Poor Joe—he little knew that in telling me this he was but urging the evil thing within me.

“ I am sorry Marston I cannot at present give you an answer on that point, I do not know whether you are aware that I have engaged Captain Parry Hammond for twelve months certain !”

The old man's countenance underwent a painful change, the bright cheerful glance of the clear grey eye fled ; the happy confident smile departed from his lip ; the erect and manly attitude he had assumed relapsed into one of cowering despondency, and the most intense wretchedness and sorrow seemed on the instant to pervade his every feature.

“ Ay—ay !” he muttered “ it's my fate,—the old boat and the mud again !”

“ But Joe !” I interposed,—What more I would have said to restore him was interrupted by the entrance of the smart steward, who announced Mr. Horatio Flowerdew, and the Hon. Mr. Lascelles —, as they entered Marston withdrew.

“ Ha—ha, Fenton my boy, up to your time, see we have found you out, what a splendid vessel—magnificent—does you credit—the ladies were beginning to think something had occurred to prevent your arrival !”

“ Save and except the fair Mabel !” languidly interposed the Hon. Whitworth.

Bless him how I liked him for that simple sentence.

“ But what a vessel you have got under you Master Fenton !” rattled on the garrulous Flowerdew, “ Beats anything afloat here—What's her tonnage ? Where was she built ? How many men do you muster ? Who is your captain ? And above all what is her name ?”

I had cautioned Marston as to a change in this respect, which had been fully attended to, “ Did you not observe the name on my men's hats ?” I enquired, “ She is called the—Myosotis.”

“ Well, everybody on shore is talking about her, and for that matter everybody afloat too I suppose, she has created quite a sensation I assure you ; she is certainly the finest vessel that has appeared at Cowes for many a season, but let us have a look round old fellow, let us have a look round !”

Under other circumstances, I might have checked Mr. Flowerdew

with a not over-courteous rebuff, as it was, I inwardly thanked him for interrupting my painful interview with Marston : as I showed them round the vessel, repeated exclamations of delight broke from both, and even the *blasé* Lascelles became excited : the ladies' saloon drew forth enthusiastic encomiums on its quiet elegance, and the sleeping accommodations were declared the perfection of luxury ; my refined taste was extolled in a manner that flattered me painfully—for the reflection would force itself constantly upon me that I was but the jackdaw in peacock's garb ; thence we proceeded on deck—where, to do him justice, Flowerdew appeared perfectly at home, and criticised everything evidently with the eye of a practical seaman ; not a detail escaped him, and my crew appeared to take justifiable pride in pointing out improvements in the fitting of her gear to one that appeared so capable of appreciating them.

“ You surprise me Fenton ! ” he exclaimed “ you indeed surprise me—I think you have been amusing yourself at the expense of our credulity, when talking heretofore on nautical matters, and that you possess much more practical knowledge than we are able to discovery. By all that's briny, such a vessel as this shows the master hand of a thorough sailor ! ”

Every word of this intended flattery pierced me to the heart,—was it honest in me, to use plain terms, thus to borrow a reputation ? borrow indeed—to purloin would have been a better applied expression ; but yet triumph was sweet over this Flowerdew, I gloated in his openly expressed wonder—I smiled a self satisfied answer to his 'gratulations, “ it was nothing at all, I had a taste for these things ! ”

“ Taste my dear fellow—taste,—don't tell me Fenton that mere taste alone will enable a man to turn out a craft like this—why my good fellow there is evidence here of a long life of practical experience ! ”

What a hypocrite I felt myself to be—pshaw, it was but to Flowerdew after all—and him I felt I could not afford to be candid with ; he was a mystery to me—and I determined to be likewise so to him,—here then was the first step in the game of deception, and I held the trump cards : besides it was all my own, I should have to pay for it—a man may do as he likes with his own.

The steward here made his appearance to say lunch was ready, it was my turn for wonderment now, we went below ; the table of the first magnate of the land could not have been more sumptuously laid, every appliance that the most fastidious connoisseur in luxurious elegance could revel in was there,—exquisitely neat table ware with the name “ *Myosotis* ” upon a garter surrounding my crest ; sparkling glass, faultless silver, and spotless napery greeted the eye ; a crystal vase filled with rare

flowers filled the saloon with their delicious perfume, and a dainty repast amply attested the powers of the ship's *chef-de-cuisine*. I did the honours in dumb show, for my mind was disturbed with conflicting emotions ; the popping of a champagne cork aroused me.

" Success to the *Myosotis* !" exclaimed the worthy Horatio.

" Success !" lisped the Hon. Whitworth Lascelles.

Was their wish honest and sincere thought I—where was the rough but true-hearted old man who had conjured up all this excellence that success was wished to.

" Hold a moment gentlemen !" I exclaimed " there is one on board must be present at the drinking of that wish !"

I saw Flowerdew regarding me furtively with a keen and curiously enquiring gaze,—what cared I—I would give Marston his due after all.

" Steward !"

" Yes, sir !"

" Send Marston to me !"

The old man was gone,—the money I had presented to him lay on the buffet untouched.

On the evening of that day the pretty villa of the Cedars gave evidence of high festival being held within its precincts, and although during the short period of my acquaintance I had not known Mrs. Colclough to receive beyond the limited circle I met at her house, yet upon this particular occasion, she had issued invitations to a numerous party, solely, as Flowerdew confidentially informed me, to welcome me back to the Island ; " How kind," thought I, " good Mrs. Colclough !"

" Yes !" continued Flowerdew, " you have no idea what a fancy she has taken to you, independent of relationship—she is always speaking about you !"

" And the young ladies—have I succeeded in making as favorable an impression there too ?"

" Well—hum—as far as a man can judge of the sex, you know—but by the way Fenton, are you a marrying man ?"

" My father was, I have heard, my dear Flowerdew !"

" Ha—ha—excuse me—'pon my soul you are such a thorough Irishman."

" Yes ! " I answered, " it is an Irish method I confess, but not the less a good one when the occasion warrants !"

" Well, well, excuse me—you Irish fellows are so devilish peppery, but I see you want to be flattered—well I'll tell you a little secret—the young ladies perfectly adore you !" and he laughed his devilish cynical laugh.

"Well we shall see," I muttered sententially.

"Tell me Fenton!" he exclaimed, clapping me familiarly on the shoulder, "I know you are a man of the world, and a man of taste, which of the girls do you like best?"

The question was put so suddenly and artfully as almost to throw me off my guard.

"Ah, well you puzzle me, as perhaps I might suffer in your estimation by being too candid; but now that you have been so confidential with me—what would you think if the name of Colclough was changed to Fenton?"

He started perceptibly—"On your honour Fenton do you mean it?"

"I have not said so that I am aware of Flowerdew,—I merely asked your opinion as you have asked mine, on perhaps as equally an important subject!"

He was silent for a moment as if uncertain how to answer; "Just a matter of taste I should think!" he said at length somewhat haughtily.

"Quite so Flowerdew,—I am glad you take so clear a view of it, it is just as much a matter of taste as to which of the Misses Harewood I admire most!"

At this moment our conveyance entered the grounds of the Cedars, and the brilliant lights, the hum of many voices, and the sounds of joyous music betokened the presence of a numerous company; so shaking off an undefinable sensation of uneasiness that pervaded me, I prepared to abandon myself to the enjoyment of the hour. As we alighted at the door, I heard Flowerdew's name pronounced by a voice that appeared strangely familiar to me; he left me hastily, and through the dusky twilight I could scarcely distinguish the person who addressed him, but the voice was surely known to me, a half suppressed "hush" caught my ear—I turned to enter the house—again I heard the same voice, but speaking in guarded accents, I knew it this time—the hoarse growling tones could not be mistaken, it was Mr. Parry Hammond's dulcet tones,—now what in the name of creation had he to communicate at such an hour to Flowerdew—how did he know him—why had not the scoundrel met me on that morning as I had appointed with him two months before? I would unravel the mystery, if such it was, at once; just then a tiny hand glided into mine, and soft accents whispered:—

"Well truant,—you are come at last—how we have watched and longed for you!"

Flowerdew—Hammond—the world—to the winds,—Mabel Harewood stood before me in all her gorgeous beauty.

SKETCHES OF NAVAL LIFE. *

BY AN OLD SALT.

CHAPTER VIII.

TALKING about chasing the lugger puts me in mind of another chase we had sometime afterwards. This was, however, in the open sea, and occurred as follows :—We were, and had been, for some time in search of, I think the “Independence,” American frigate, and I believe she was as eagerly seeking us ; but thank God said, and say I, the over anxiety to find each other effectually defeated the (belligerent bumps of our) fire-eating commanders ; and though often preceding and succeeding each other at many places but a few days, we never met—a matter most of our officers affected deeply to deplore, but at which, not being over fond of playing at cricket with 24lb shots propelled at a speed of four miles a minute, I secretly rejoiced at. We contrived, however, to be for a year in a constant state of fiery excitement regarding her. Such practicings at targets with musketry—such ball-practice at old tar and beef barrels—such sword, or rather such cutlass exercise—and such sudden makings all sail after every bit of canvas peeping above the horizon: such a look-out aloft, and oh, the flogging those poor fellows got, who, when looking out from the masthead, allowed any one on deck to see a sail they had not reported.

It was, in short, a very stirring, and not a little harassing time we had of it, having this one good effect, however: out of a most heterogeneous crew of all sorts and callings of men, some of them utterly useless, and even worse at first starting, was produced as smart and able a ship’s company as any in the service.

We very nearly put our foot in it one foggy night off the Western Islands though ; for, having learned our foe had not long before been seen off these, we were tearing away all round them, hoping to both sight him and fight him, when, on the said foggy night, close abroad of us loomed, large and lofty, *a ship* ! “Hands to quarters, up signal lanterns, and hail ‘ship a-hoy !’ ” was the work of one minute ; the next, in silence, saw her gliding past our starboard beam. “Stand by the starboard quarter-deck guns” was followed without a pause by “Fire,”

* Continued from page 118.

One of our shots smashing her answering signal lanterns, and cutting her signal halyards in two, just as they dimly glimmered through the fog above her bulwarks. A whole broadside fairly hissed past our stern, within a fathom of us from our "great unknown," and then, once more up went the signal lanterns of—no Yankee frigate—but his Britannic Majesty's ship —.

Well, there was heave to and telegraph through the fog. "Tother man was senior Captain ; ours was ordered on board. "Young——!" "Sir," says I. "Man the gig ;" and the gig was manned, lowered, and our irate commander in her, and away we pulled for the camera-obscura sort of light given by our friend's signal lanterns, on approaching which, and the great black hull beneath them, a most angry voice issued therefrom, hailing, "Boat a-hoy !" I was just answering "Ay, ay," when the governor took the words out of my mouth by calling out "Hallo !" "What boat's that?" was rejoined, when, to my horror, our fierce skipper replied, "A deal gig." Now the old saying of "insult upon injury" was a fool to this ; but nothing would stop him when his monkey was up, and I fully expected a volley of small arms as a reply, in lieu of which, however, a voice said in a sarcastically contemptuous tone, "Come on board, Deal gig."

And as by that time I had run the boat alongside, our "Old Feller," as Jack used to call him, seized the side ropes, stepped half way up the ship's side, and then, half turning towards me, he said in a kind of over-polite way, "Be kind enough to see my boat is not chafed against this vessel's side." And then he slowly disappeared on board, where he and his brother commander had a very stormy discussion, for on our "Old Feller" once more appearing at her gangway, I heard a voice of authority say "Then, Captain D——, I am to understand you will make no apology for this night's work ?" "No, certainly not," was the reply in a very quiet tone. "Then," said the other "I shall consider it my duty to *report* the affair to their Lordships !" "Do so !" said our incorrigible Old Feller, "and I trust your *report* may be as loud and harmless as your late broadside !"

And with this last word, he slowly descended into the boat, and we pulled on board and made sail, secured the guns and magazine, and set the watch, and order and silence reigned supreme.

Well, as we chased every blessed thing afloat in the shape of a vessel, either to ask questions if British, or capture if an enemy, we one day came up with a brig, which although evidently English in hull, spars, sails, and ensign, tried as hard as she could to avoid us. However, as a hay stack running away from a flash of lightning would have had

about as good a chance, we got her under our lee beam in no time, and on boarding her, found we had made a re-capture of an American prize, she being a Bristol brig, laden with wine, silks, and sulphur, and taken two days before by the Yankee schooner "Uncle Sam," as I shall call her.

Now, "Uncle Sam" was a most adventurous and successful privateer, which sailed like a witch, was handled like a glove, and, when occasion required it, fought with a spirit worthy of the "Free blooded Yankee" who commanded her. Well, in the course of the next week we re-captured three other vessels of her taking, and by a series of pumping and bribery, we got out of one of her crew taken in the prizes, who was doubtless a Britisher, in what part of the ocean we were most likely to fall in with her, and then away we went, scanning the horizon on all sides with unceasing care and diligence, a purser's suit of clothes and five guineas being the reward offered to the lucky look-out man who should first see "Uncle Sam."

The next week saw many a speaking trumpet and spyglass *smashed*, and many a poor devil rope's-ended, or started, or, in plain English, beaten with a rope, because why? for the rather unjustifiable reason that, whenever the hands were turned up, the last man (and a *last* man there must always be) up the hatchway, got a precious good rope's-ending: (begging pardon for the pun), making him a *smart* seaman in a most painful sense of the word. This practice I have no doubt had its origin in the Chinese duck boats lining the Canton river, where, the boat's stern being placed towards the land, a large platform is lowered each morning, and the numerous boats' company of ducks waddle on shore into the paddy fields to glean stray grains of rice, worms, grubs, &c., until the afternoon, when the owner of each boat arms himself with a long and slender bamboo, applies a whistle to his lips, and then commences a scuttling and waddling for the boat curious to behold, the old stagers having gleaned towards and near the boat, walking easily and fearlessly on board, but the young and thoughtless ducks, far away, may be seen spluttering, tumbling, quacking, and struggling towards home for dear life, the *last* unhappy bird getting most unmercifully bamboozled for being *so*.

However, at daylight on a fine Sunday morning, the weather clear and calm, a sail was reported from the mast-head as away on the larboard quarter, her upper sails only visible. Away goes Mr. Firstlough aloft into the mizen-topmast crosstrees, and your humble servant into the main ones, each looking through a glass. All at once the mizen crosstrees say—"I say, young ——, by jingo, it's a schooner, aint it?"

"Yes, Sir," I reply, "I can only see one square sail, and I see two masts." Down goes first luff, to the "Old Feller," and up he comes; then Old Meridian, and he, and the first luff, have a long palaver, then tarpaulins are ordered aft, and we make a sham poop like an Indianman, then a stream cable is faked into ten fathom lengths and lowered over the stern, with a warp attached to each quarter to deaden her way through the water, if necessary; the sails are ill set, the ropes left slack, and every possible dodge put in force to make the smartest frigate in H.M. service look as like an old tub of a merchantman as possible.

Still, it was a dead calm, and as it often happens that the one vessel, getting the breeze before the other, can creep nearly up to her before she gets it, we, in the selfish spirit of most prayers, beseechingly whistled the wind to begin with us. But no; first of all, on the far horizon beyond the schooner, was seen a long and thin dark line, like the fibre of a spider's web, stretching across vacancy, then here and there were seen small ruffled spots on old ocean's breast, like the shadows of life crossing the bright tenor of its course, and then, like the sigh of Proserpine awakening from her sleep, a gentle air was felt to breathe on our becalmed ship. The schooner was evidently nearing us, as I had risen her topsail, and could see her setting studding sails on both sides forward as she bore down on us right before the wind; there was order (not beat) to quarters, down all uniforms, away all boatwain's whistles, and out of sight all hands, myself being stowed away on the lee side of the mast-head, out of sight too, and fully reporting our friend's proceedings.

Down she came on us with racing speed, and when within gunshot and a half of us, she fired a blank cartridge and ran up the British colours. We had just begun to feel the breeze so as to get steerage way, and when we heard the gun, we began to brail up the mainsail in the most lubberly way conceivable, bending on our ensign the wrong side up, and then when half hoisted, pretending to see our error, we hauled it down and hoisted it right; bang comes a second gun, shotted, from her long Tom evidently, as the shot recochettied across our bows, skipping along the water like a stone thrown by a lad to play ducks and drakes with; then we slowly braced by the mainyard, laying the main-topsail to the mast, and let the ship come up to the wind, stationary *nearly*, just sufficient way being kept on her to allow her to be under the control of her helm.

Our friend—or rather foe, for there were now no doubts as to his identity—when within long range shot took in his studding sails, and was boldly bearing down on us, when, one of our maindeck ports sticking fast when pressed, Mr. "Down-jib-and-wear-her" ordered an Irish

waister to hit it *gently* (as if an Irishman excited could hit anything gently) with a lever. Pat gave it a poke that sent it flying open to its fullest extent, when back it closed again with a thud. In the twinkling of an eye the schooner saw it, and in another wink had hauled his wind, braced his headyards sharp up, roused flat aft his mainsheet, run down the British flag only to hoist it again *beneath* the stars and stripes, and away he went dead in the wind's-eye of us, three impertinent cheers saluting our surprised senses from her most *oudacious* crew !

When Jonathan luffed up dead in the wind's eye of us, we felt what he would have called "con-si-de-ra-ble streaked!" but only for one moment ; the next saw stream cable cut adrift, ditto tarpaulins, yards braced sharp up, and every stitch of sail set that by any sort of human and nautical ingenuity could be spread to the light air of wind which barely filled our upper sails. Now, there is no doubt that "Uncle Sam," knowing himself to be the fastest vessel afloat on a bowline, his schooner eating into the wind's eye like the black fellow's mudian, which sailed "two pint toder side de wind, sar," felt pretty safe in his own *kalkilation* that he would be hull down to windward of us before sundown. But just two things interfered with this (for him) pleasant arrangement, as follows.

Firstly, with as much wind as the frigate could carry single-reefed topsails to, with topgallant-sails over them, she was a rum 'un to beat, and the Old One to go ; and secondly, the breeze coming from him to us, if it veered so as to head him off first, it would enable us to keep our luff much longer than him, before reaching us, by which we should regain any lost ground arising from our being unable to lie as near the wind by a point as he did. Indeed, as good luck (for us) would have it, before noon that day the wind had hauled round from S.W. to N.W., and freshened up to a third of a gale, and when Old Meridian made it 12 o'clock, our Yankee friend was a point and a half on our lee bow, ten miles off, and taking in second reef in his boom mainsail ; and I must say the way that mainsail was reefed and set, and re-reefed as the wind freshened or slackened that afternoon, did infinite credit to both her captain and crew, as with more than half his complement of men away in prizes, he took in and made sail as smartly as any vessel afloat could have done it with all hands on board, and they the best seamen afloat.

Well, away we both went, just clean full and bye, every yard braced up, and every sail set, to what Old Meridian called "a affigraffy," the frigate taking the seas over the weather bow till the cook swore his axe was washed through the keyhole of the cabin door ; it was, too, our best

point of sailing, and until this day, with such a stodge of wind and sea, nothing had ever held her way and wind with us. But on this occasion, verily, we had found our match, for although our masts were bending like reeds, and our jib-boom buckling till its end seemed to be looking along the lee beam, not one inch did we gain on "Uncle Sam." She seemed to defy alike ourselves, and the elements, for now and then she appeared to be gone past redemption in a perfect body of foaming sea, which flew up in white sprays to her very cross-trees, and shut her wholly from our view, the next moment saw her rise like a thing of life, only to be again smothered in the next fast running wave. But, sailing under or over water seemed to suit her equally well, for not a rope parted, a sail split, or a spar sprung, as she tore through the seas more like a harpooned whale than a vessel of wood and iron.

I never saw our "Old Feller" so excited in a peculiar way before, all national enmity was lost in unbounded admiration of the way she was handled, and as I held his speaking trumpet (I having been for some time his own particular midddy) whilst he stood forward by the lee bits looking at her through his glass, I had the pleasure of hearing the following kind of running commentary on his fast sailing opponent. "By Jupiter, how she *does* go; confound him he'll carry away his masts; there, I said so, she's over or down; no, up she comes, he's a real smart fellow that sails that schooner, if I *do* get her, he shall have all I have for he's a Brit—. No, confound him he's a Yankee, one of the cocktail roarer sort too I fancy; but *what* a seaman!" Then, if he saw our head take the least swing off to leeward, he would turn round and call out in a voice oddly compounded of remonstrance, petition and defiance, "What the mischief are you about with that helm, for gracious sake steer small; confound your lubberly carcase, steer like *him* cant you?" pointing at arms length to our small foe.

Well, there he stood from about 2h. p.m., till dark, and poor I too, both drenched to the skin with sea and spray, he by turns praising the schooner, and abusing the frigate, without our gaining one inch on her, and she creeping up gradually from our lee bow to our weather one, and, at sun down, the breeze slackening, she seemed rather to steal away from us than otherwise. Out reefs and crack on! was the cry, but to no sort of use; catch her we could not, and at last, the most far-sighted, and strong-eyed amongst us, with all the aid of night glasses, &c., were obliged to confess she had become gradually less distinct (if not beautifully smaller), and was lost in darkness and distance, though certainly not in *obscurity*.

Well, then came all and sundry, the opinions of old and young, sage

and silly, knowing and simple. One said, "She'd stand on for another hour, and then go about." Another said "She'd run with the wind abeam all night, as the thing we should be least likely to do ourselves." And in short every one had his own and a different idea to his neighbour's; but, at last, the old trio, captain, master, and first luff got together, and as I still kept the speaking trumpet I crept close enough to know what was the gist of their palaver. The skipper was for going about in an hour, and standing on the other tack till midnight, and then about again till daylight. Mr. Firstlough contended that as he had kept on one tack all day, it must be his best side for sailing, and he would do it all night, and so ought we. But Old Meridian, after his usual preface of "If I may make so bold, it's my foolish young opinion," said "he thought she would stand on as she was going till midnight, and then, under easy sail, run down dead before the wind, as, in "his foolish young opinion, this breeze was done or thereabouts, and in the morning it would chop round to the 'southeasterd,' and he Uncle Sam, thought so too, if he'd a studied the elements as he'd a done!"

Our Captain, after drily remarking, "He conceived the *elementary* part of the Yankee skipper's education to have long since honourably passed," adopted Old Meridian's view of the matter—extra grog was served out, the watch set, and quiet restored, we steadily standing on on the same tack. I gave him his trumpet, when he said in his kindest way, "My dear little fellow, do you know how strictly you resemble a drowned rat? Get off your clothes, and come into the cabin, and blow yourself out to your heart's content. And this I most decidedly did, tumbling off to roost as tired as a dog. Well, at midnight I turned out, and up on deck like a redshank, where I found Old Meridian, Captain, and first lieutenant at it again, cogitating; the end of which was, we were to still stand on another hour, to make up the intervening distance between us and the chase, always supposing he was to bear up dead before the wind at midnight, under easy sail.

So on we went till 1h. a.m., when "hard up" was the word, square the yards, and under three topsails, topgallant sails, royals, and foresail, away we bowled along, with a pretty little breeze right aft. At 2h. a.m., a sort of haze began to creep along the water at intervals, a sure sign that Old Meridian's "southeaster" would be the order of the day. All hands were called and sent to their stations, and the Quartermaster was ordered to cease his con to the helmsman, dead silence commanded, and all lights out but slow matches. Well, some few hoped, three-fourths doubted, and some sceptics swore Old Meridian was a Yankee himself, and too glad to run away from his "Uncle." When at a little

before 3h. a.m., all doubts were banished by the look-out man on starboard cathead shouting out in the most undisciplined way "Hard a starbert ; — my eyes, hard a starbert or you'll be aboard of him!"

And as the frigate sheered to port, close under our starboard bow loomed our friend "Uncle Sam," running under his single reefed topsail and squaresail, all hands asleep but the man at the helm, and he, from sheer fatigue, by no means wide awake. There was "stand by the starboard guns ; fire away and cripple her ; aim at her spars and clip her wings;" and accordingly away went her fore-topmast over the side, each particular master of every gun fired swearing *he* did it, when a strong and excited voice was heard hailing us as follows :—"Ship, ahoy! Cuss you to smash, leave off firing, will you, and I will round to——." "Aye, aye," was the reply, to which was added the order to hoist a light. We hove about, and running close under his stern told him if his light disappeared before daylight we would sink him ; to which he as civilly replied —"I swear if you fire again, I'll blow her up!"

However, there was no occasion for this last extremity, for his light burnt steadily till daylight, when Mr. Firstlough boarded her, found her a lawful prize, and returned with her by no means chopfallen commander; who was not at all the tall, lanky, sallow-faced, straight haired hero we had supposed him, but a square built, ruddy coppery-coloured man of five feet eight, with as much hair on him as a Labradore bear. He was in full uniform too, and as he stepped over our gangway and faced aft, his hat might have been nailed to his head, as far as any apparent intention he had of taking it off to salute the quarter deck went ; but our "Old Feller," with an easy grace peculiar to his better moments, advanced with one extended hand, the other raising his hat wholly from his head, which most effectually floored Jonathan's assumption, for, in an instant, slap goes his hat on the deck, off comes his sword and belt, and, shaking our captain's hand with a *gusto* delightful to behold, he presented him his sword as if he felt and hoped earnestly he'd take it.

But no, our "Old Feller" was far too generous a foe for that sort of thing ; he certainly did take it for a moment, held it whilst the crew were ordered aft ; and then, with a dignity and kindly frankness for which all hands worshipped him, he solicitously returned it, saying, "Sir, permit me the happiness of restoring to you this symbol of your *rank*; your skill and bravery as a seaman few can emulate, and none deprive you of, and adverse fortune in making you my prisoner, has given you in return a warm and faithful friend!"

DESCRIPTION OF A WALRUS BOAT.*

"A well-constructed and well-appointed walrus boat for five men is twenty-one feet long, by five feet beam, having her main breadth about one-third from the bow. She is *bow shaped* at both ends, and should be at once strong, light, swift to row, easily turned on her own centre; this latter quality is attained by having the keel a good deal depressed in the middle. She is always carvel-built, that construction of boat being much less liable to damage from the ice and the tusks of the walruses than a clinker-built boat, as well as much easier to repair if actually damaged; these boats have a very thick and strong stem-piece and stern-piece, to resist concussions with the ice. Each man rows with a pair of oars hung in grummetts to stout single thole-pins; the steersman directs the boat by also rowing a pair of oars, but rowing with his face to the bow; and as there are six thwarts, each thirty inches apart, he can if necessary, sit and row like the others. This mode of steering a boat has great advantages over either a rudder, or a single steering oar as used by the whalers, for it not only turns the boat much quicker than either, but it economizes the entire strength of a man in propelling the boat. The advantage of each man rowing a pair of oars is, that the boat can be turned much quicker, and the oars, being short, are less in the way amongst the ice. The harpooner always rows the bow oars, and is, of course, the commander of the boat; he alone uses the weapons and the telescope; the strongest man in the boat usually sits next to the harpooner to hold and haul in the line when a walrus is struck, and it is also his duty to hand the harpoons and lances to the harpooner as required.

"There is a deep notch cut in the centre of the stem-piece, and three others in a piece of hard wood on each side of it, these are for the lines running through, and great care is requisite to prevent them from slipping further aft on the gunwale than the notches, as if they do, the boat will probably be upset; it is from this cause that most of the accidents that one occasionally hears of occur.

"There is sometimes also a "bollard," or little upright post in the bow of the boat for making fast the lines to, but many harpooners prefer to dispense with this, using instead the foremost thwart of the boat.

"The boats are invariably painted white outside, in order to make their appearance assimilate as much as possible to that of the ice, and I think it would also be a great advantage to have the crews dressed in caps and jackets of some shiny white material, which would keep its colour in spite of dirt and grease.

"Each boat is usually provided with six harpoon heads, fitting, three on each side, inside of the bow, into little racks covered with curtains of painted canvas to protect their sharp points and edges from being blunted or accidentally wounding the men. These harpoons are used indifferently for the seal and the walrus, and are, with all their apparent simplicity, the most

* From "*Seasons with the Sea Horses*," by J. Lamont, Esq.—Hurst & Blackett.

perfect weapon that can be contrived for the purpose. When the instrument is thrust into the animal and his struggles draw tight the line, the larger outer barb takes up, as it were, a loop of his gutta-percha-like hide, or the tough reticulated fibres containing his blubber, while the small inner barb, like that of a fish-hook, prevents it from becoming disengaged. The best proof of its excellence is, that when a walrus is once properly harpooned and the line tight, he very rarely escapes. Each of these harpoon heads has *grammated* round its neck one end of a line of twelve or fifteen fathoms long, each line being neatly coiled up in a separate flat box under the front thwart, and the opposite end secured to some strong part of the boat inside. The lines do not require to be longer, because the walrus is not generally found in water more than fifteen fathoms deep, and even if the water should happen to exceed that depth, he is not able to drag the boat under, from inability to exert his full strength when subjected to the pressure of twelve or fifteen fathoms of water. The lines are made of 2-inch tarred hemp rope, *very soft laid*, and should be of the very finest materials and best possible workmanship.

“ There are generally four shafts for the harpoons, and it is not customary to keep more than one mounted, unless when walruses are actually in sight : they are made of white pine poles twelve or thirteen feet long, planed down to about an inch and a half or an inch and a quarter in thickness, and are tapered to a point for about four inches at one end to make them fit into the sockets of the heads : after placing a harpoon on a shaft it is fixed by striking the butt end of the shaft smartly against a little block of wood, which is fixed for the purpose between two of the timbers of the boat, about fifteen feet from the bow, and on the starboard side.

“ The harpoons are used either for thrusting or darting, and a skilful harpooner will throw them with sufficient force to secure a walrus at four or five fathoms distance ; when possible, however, they are always thrust or stabbed into the animal, and in that case it is customary to give the weapon a twist or wrench, both for the purpose of withdrawing the shaft, that it may not be lost or broken, as well as to entangle the barbs more securely in the walrus's skin or blubber, if this precaution is neglected the harpoon may, perhaps, come out by the cut which it made on entering ; this is more likely to happen if the intended victim be lying with his skin *slack*.

“ When there is much likelihood of falling in with white whales (*Beluga* or *Balaena albicans*), it is usual to carry one harpoon of a different construction, and with fifty fathoms of line attached for their especial benefit. The reason for requiring a different harpoon for these cetaceans is, that their skin is not, like that of a walrus, the toughest part of their body ; but the skin of *Balaena albicans*, on the contrary, is quite tender, gristly, and gelatinous, and the barbed iron, therefore, requires to be driven in until it secures good holding in his flesh beneath the blubber.

“ Next in the list of the boat's appurtenances come four or five enormous lances “ with shafts as large as a weaver's beam,” but as neither I myself, nor probably my readers, have any notion of what a weaver's beam may be

like, I will explain that the shaft is a white pine pole, nine feet long and one and a half inch thick at the handle, increasing upwards to two and a half inches thick, where it goes into the socket of the iron. Formidable as this weapon is, the iron shank is very frequently bent double, or the stout shaft snapped like a twig, by the furious struggles of an impaled walrus; so to prevent the head being lost, it is attached to the shaft by a stout double thong of raw seal-skin tied round the shank and nailed to the shaft for about three feet up. The reason for having the shaft so disproportionately large is, that there may be buoyancy enough to float the heavy iron spear if it should happen to fall into the water, or if a walrus, as often happens, should succeed in wrenching it out of the operator's hands by the violence of his contortions. I have once or twice had a boat's whole complement of lances, rendered for the time unserviceable in the dispatching of a single walrus. The lances lie in the thwarts, with the blades protected in a box, which is attached to the starboard end of the harpooners, or foremost one.

"The lance is not used for seals, as it is unnecessary and spoils the skins, so that the *coup-de-grace* is administered to them by the "Haak-pick" being struck into the brain. Each boat should have five of these implements, which are also indispensable as boat-hooks, for pushing and hooking when the ice is too thick to allow of the oars being used.

"There are then two axes, one a large one, used for decapitating the dead walruses; and the other, a small handy axe, which always lies close to the harpooner, is for cutting the line in case anything goes wrong, or a walrus proves so fierce and mischievous that they may wish to be quit of him on any terms.

"Five or six large sharp knives are for stripping the skin and blubber off the animals, or "flensing" them, as it is called in the fisher's parlance.

"An ice-anchor is employed for anchoring the boat to an ice-berg, and also to afford a *fulcrum* by which, with the help of two double purchase-blocks and twenty-four fathoms of rope (also forming part of every boat's appointments), five or even four men can drag the biggest walrus on to a moderately flat iceberg for the purpose of flensing him.

"A small compass is indispensable, and ought to be fitted into a box attached below the seat in front of the steersman, after the fashion of a billiard table chalk-box.

"A telescope, a rifle, and plenty of ammunition, an iron baling-ladle, also answering as a frying pan, and a small copper kettle for making coffee.

"There is a locker in the fore-peak, and another in the after-peak of the boat, and in these there ought to be always stowed a hammer, a pair of nail nippers, a small bag of nails, a piece of sheet lead for patching the boat if a walrus should put his tusks through her bottom, a bag of spare bullets, a canister of powder and caps, spare grummetts, a box of matches and brimstone, a canister of coffee, and twenty or thirty pounds of rye bread. A mast, yard, and sail are taken if a stay of a few hours from the ship is contemplated; but a boat ought never to leave the ship's side without—or even to hang on the davits without—the whole of the other foregoing articles

being inside of her; because if a boat leaves the ship, even if only to kill a seal a quarter of a mile off, you can never be certain that you will not be ten or twenty days absent, nay, you can never be certain that you will ever see the ship again! You get led on and on insensibly, or the excitement of the chase, from one seal or one troop of walruses to another, and the awful dense fogs so sudden gales of these regions may come on and prevent your finding your way back.

“In addition to all these absolute necessities we always had one luxury, consisting of a bag of mackintosh cloth lined with fur, and about seven feet by four, rolled into a tight bundle and strapped under the after thwart of each boat. This was to crawl into in case of being long out in severe weather, and although we very seldom had occasion to make use of them, still the sense of comfort and security they gave one was very great; because I consider that they made one quite able to defy any cold that can occur, even in the Arctic regions, in summer. As for provisions, I never felt any uneasiness on that score, as even if a seal or a walrus could not be immediately obtained, there were always plenty of eider ducks on the islands and outlying skerries; and the sea everywhere abounded with divers and guillemots, plenty enough and tame enough to be shot with a rifle. If a stay of many hours from the ship was contemplated, I generally took with me a shot-gun and a bag of shot for the purpose of killing fowls for food if necessary.”

COLLISION.—WILDFIRE v. RUBY QUEEN.

THIS was a suit by the owner of the celebrated schooner yacht Wildfire of 60 tons, against the owner of the schooner yacht Ruby Queen, 80 tons, for damage done to the Wildfire in a collision on the 27th of February, 1860.

The case made on behalf of the Wildfire was that she was in October, 1859, laid up for the winter, and moored by her captain, R. Penny, with two anchors, one of 3cwt. the other a patent anchor of 2cwt. and 80 fathoms of chain to each anchor, and a 10 fathom bridle, on the north edge of the channel of the Southampton Water, about half a mile above the pier, and rode firmly there until the time of the collision. Penny at the time when he laid down the moorings took the bearings and wrote them on the companion. Some weeks afterwards the Ruby Queen was moored about 200 fathoms N.W. of the Wildfire, and in a gale of wind on the 27th of February, 1860, brought her anchors home and drove down upon the Wildfire, striking her on the starboard quarter, and doing considerable damage.

After they had remained in collision for some time, Folger the man in charge of the Ruby Queen, went off and cleared them, and as the Wildfire was sinking, he and others were hired by Penny to go and run her on the mud. A few days afterwards Penny and Mr. Nichols, a pilot, went off, compared the then position of the Wildfire's anchors, with the bearings as written down, and found them identical. Penny thereupon insisted that his moor-

ings had not moved, and that the Ruby Queen's must be shifted. This was done by Folger, and the Wildfire was afterwards brought back to her old moorings. The case made on behalf of the Ruby Queen was that she had been placed in the hands of Messrs. Clarke and Price for sale, and was by their servants moored to the N.W. of the Wildfire, with two anchors down, each of 4cwt. and 60 fathoms of chain between them, and a 10 fathom bridle. The Wildfire had previously dragged her anchors, and came nearer to the Ruby Queen, and thus the collision was occasioned, and when the Ruby Queen's moorings were examined the chain was still taut, thus showing that she had not dragged her anchors, and in fact that it was the Wildfire which had shifted. On this point the evidence was directly contradictory. It was also pleaded, on behalf of the Ruby Queen, that the collision was inevitable on account of the violence of the gale.

Both parties agreed that there was no one on board either vessel; and that a boy went off occasionally to pump and open the Wildfire, and that Folger used to go off occasionally to the Ruby Queen; also that the Wildfire was stripped and had nothing but her masts and a single stay to each. The Ruby Queen had all her rigging on, topsail yards across and topmasts on end; also that three other vessels had driven that day, two of them being likewise in the charge of Messrs. Clarke and Price.

Dr. Phillimore and Dr. Swabey were for the Wildfire, and Dr. Deane and Mr. Lushington for the Ruby Queen:

The judge, in summing up, said it must be for the consideration of the Trinity Masters, whether the Ruby Queen was properly moored, and also which vessel upon the evidence had driven.

The Masters thought that the Ruby Queen had occasioned the damage, owing to her not having taken the necessary precautions in sending down her topsail yards and topmasts, and the judge condemned the Ruby Queen in damages and costs.

This case is of considerable importance to yacht owners, as it must be considered to decide, contrary to the common notion, that damages may be recovered for a collision, though there may be no one on board the damaged vessel. The common notion seems to have arisen from the fact, that in general, it is practically impossible to recover where the damaged vessel has no one on board, because the vessel which has some one on board can then tell their own story without possibility of contradiction, and can always show that, if there had been some one on board the other to starboard or port the helm, as the case might be, the collision could not have occurred; but that is all, and there is no rule of law on the subject. The plaintiffs in this case were prepared to show that it was the universal custom at Southampton to leave the vessels laid up for the winter with no one on board; but it was unnecessary to go into that question.

A NAVAL NOVELTY.

Messrs. G. Rennie & Sons have just completed, for the Emperor of Russia, a steam launch or gunboat, intended for navigating the shallow creeks and inlets of the Caspian Sea. The hull of the vessel is composed wholly of steel plates, which are supposed to combine an extraordinary degree of strength with lightness. The length of this miniature war steamer is 75 feet, her breadth 12 feet, and when fully armed, equipped, provisioned, and coaled, she will not draw more than 20 inches of water! Her armament consists of one 12-pounder rifled gun six feet in length, of 3-inch bore, and suspended on a kind of universal joint. This is placed in the fore part of the vessel, and when the portable bulwark in front of it is removed may be depressed to almost any angle, so as to prevent an enemy creeping up under her bows, "out of shot," as has sometimes happened to craft used for similar purposes but differently armed.

For her propulsion the steam launch is fitted with an engine of eight-horse-power, on the high pressure principle, and two small screws snugly placed one under each quarter. The speed attained by this peculiar specimen of naval architecture averages, when fully freighted, from eight to nine miles per hour. And the Messrs. Rennie have secured the privilege of constructing others by patent-right. It is said, however, that the Emperor of the French is having several gunboats built at Toulon on plans nearly identical, but of larger dimensions. Among the piratical junks which infest the rivers and waters of China, and hamper the movements of commerce, a few of the steel steam-launches armed with the universal rifle gun, as described above, would no doubt, be proved of great use. At any rate, the Messrs. Rennie deserve great credit for having contrived a vessel in all respects so complete for the purpose for which it is intended, and which seems to have solved the problem of carrying on warlike operations successfully in very shallow waters.

 EXPERIMENTS WITH MORTAR AND ROCKET LINES.

CAPTAIN Jerningham, R.N., has forwarded the following to the *Mechanics' Magazine*.

The object of these experiments was to ascertain the feasibility of effecting a communication with the shore from a stranded ship. The means adopted for carrying this out was by attaching lines to shot in a similar manner to that in use by the Manby apparatus. These shots were fired from ship's heavy ordnance of various calibres, viz., 10 inch and 8 inch guns, 32-pounder guns, whose length of bore varied from 6 to 9 feet, and from 24-pounder brass howitzers.

The principal object in view was to ascertain the practicability of retaining the line fast to the shot when fired from guns, as well as the probable range likely to be obtained under the various directions of the wind, it being

presumed that in the majority of cases the wind would blow in the direction of the shore, and thereby aid the flight of the projectile and the line, whereas the contrary would generally be the case with the Manby apparatus fired from the shore. The results have proved most satisfactory, the shot having seldom separated from the line, and when such has taken place the cause has been ascertained, and the experiments kept within control.

The lines were all of Italian hemp, manufactured by Mr. T. Burt, of Well-close-square. It being necessary that the strops attached to the shot should be capable of withstanding the explosive force of the powder when ignited, two sorts were used, viz., plaited hide thongs and Manilla rope. Those of Manilla were found to be most serviceable. In the accompanying report of experiments made by me, it will be observed that the 10 inch gun, weighing 84 cwt., with one pound of powder, elevated at 15 degrees, projected 333 yards; the whole of these were fitted with Manilla strops, and were all successful.

A 32-pounder, 56 cwt., loaded with twelve ounces of powder, and shell, empty, weighing 23 pounds, and shell fired with lead weighing 35 pounds was fired nine times at an elevation of 15 degrees, giving an average range of 300 yards. Two were fitted with hide strops; and both were failures. Seven with Manilla strops; four were perfectly successful, two carried away the line, strop remaining sound; the strop of the 7th was carried away close to the eye of the shot in consequence of the bolt being so small as to create a short nip. Two rounds were fired from a 32-pounder, weighing 32 cwt., loaded with a charge of 10 oz. and shells filled with lead weighing from 35 to 40 pounds, at an angle of 35 degrees (the gun having been slung between the fore and main mast), and gave an average range of 350 yards—one was successful, the other a failure. The strops were of Manilla rope and did not separate from the shot. The failure was caused by the parting of the line, both of which were rocket line, there being no more mortar lines.

One round was fired from Manby's mortar with 12 ounces of powder and 35 degrees elevation. The line parted close to the strop, it being a mortar line.

The lines, as before stated, were all of Italian hemp, being the usual lines used for the life apparatus.

They were all balled up in a ropemaker's ball and the lines taken from the heart as in an ordinary ball of twine, some ran out perfectly clear, others kinked and fouled. It is not desirable that these lines should be used in balls, being too limp and soft, as the outer shell falls in as the line goes out. This is not the case with Manilla, for I have frequently seen Manilla rocket lines, five-and-twenty in number, fired in succession, without a single kink, and without the shot parting from them, the outer shell, to the last turn, remaining like a cage until taken out.

I beg to call attention to the great importance of submitting Manilla for all other hemp in the use of life apparatus, it being cheaper, stronger, lighter, more durable, more elastic, buoyant, and takes up less space. When balled up in bags or baskets, one man can carry four lines, four rockets and staves,

and communicate with the wreck alone, whereas the box and frame are costly, cumbersome, and require at least three men to carry them and the rockets.

I would suggest that experiments should be carefully carried out for the purpose of ascertaining the limits of range, size of lines, and other circumstances connected with the important fact of saving life from shipwreck; this at present is not sufficiently ascertained; had the Royal Charter fired a common shell with a Manilla strop, toggled in the fuze hole, attached to any small rope, and discharged it with a few ounces of powder, the range required was so short that the life of every man might have been saved.

With reference to the anchor to be projected from a five and a half inch Manby's mortar, with a line attached for hauling a lifeboat off the beach through a heavy surf (and for which I received the prize medal in the Great Exhibition of 1851), I beg to inform you that it can be procured from Messrs. Moore and Co., iron-founders, North Yarmouth, which they undertake to manufacture in large quantities for thirty shillings each.

This nature of anchor has been fired with a two-inch Manilla rope attached, obtaining a range of 200 yards, effecting the desired object. By increasing the number of anchors and marrying and twisting the lines, any desired strength may be obtained. Should a greater range be required, any number of Manby's grapnell shot fired from his mortar will effect it in a similar manner. I have projected ten of these shots, weighing 80lbs., in a few minutes, having each a Manilla inch rope attached to them balled up, the lines being taken from the heart of the balls, with a pound of powder to each charge, and successfully hauled a large boat off the beach. This was the first experiment I ever made, and which led to the construction of my anchor. I have further forwarded a shell with line and break-stop attached, which it will be observed, has been repeatedly fired. The break-stop is made of Italian rope in consequence of my having no Manilla.

All rope used for this purpose should be of that quality; it is more portable in the form of balls, either in baskets or in bags, but it can be safely fired as it lays on the ground, in the same manner as a fisherman lays out a mackerel line, or as a long rope falls on the deck from aloft. I think it advisable to try barbed rockets, marrying the lines as before stated, as I have found that I have broken the rocket line when it lodged in a rugged rock. It was my intention to have constructed an anchor, the shot of which was to have been of the diameter of ten inches, which I proposed to fire from the muzzle of the ten-inch gun at a great elevation, so that by filling the bore with shot and sand sufficiently, I proposed to make the muzzle of the gun to answer for a mortar capable of receiving the anchor, and to fire the charge by a quick match. It is unnecessary to state the necessity of constructing these anchors of the very best malleable iron, the stock more especially so. How far the anchors would stand the shock of being fired among rocks without previously passing through water appears to me to be doubtful, which might not be the case with solid barbed shot. After the third round the anchors can be no longer considered serviceable, as the stocks get bent after each round.

I have, however, fired one seventeen times successfully with stocks made of ash timber ; if, however, range is the object, the resistance of the air is too great upon stocks of that nature.

MEMORANDA OF CLUB MEETINGS.

Royal Cork Yacht Club.—The season of 1861, is expected to surpass that of '60, which was most surely one of the best that Cork can boast of. The members met the worthy Admiral, (T. G. French, Esq.) at the Club-house, and it was arranged that the regatta should take place on Tuesday and Wednesday, July 23rd and 24th, which will be the week following the Royal Irish, at Kingstown, so that the yachts attending there will have ample time to get to Queenstown.

Royal Mersey Yacht Club.—On Monday, March 4th, the monthly meeting was held at the Union Hotel, Liverpool, Commodore Littledale presiding. After the report of the preceding month was confirmed, the election for officers for the next twelve months was proceeded with, when Commodore T. Littledale, Vice Commodore B. H. Jones, and the Secretary, were re-elected. The Rear Commodore J. Grindrod having resigned, the late Treasurer, T. Wilkinson Tetley, Esq., (yacht Cecilia), was elected as Rear Commodore, and R. J. Tetley, Esq., Treasurer. A vote of thanks was awarded to the late Rear-Commodore, for the efficient services rendered to the club during the many years he has been associated therewith. Nine gentlemen were admitted to membership, one of whom was a yacht owner.

Royal St. George's Yacht Club.—On Friday, March 1st., the Annual reading-out dinner took place at the Club-house, Kingstown, when Vice-Commodore Henry presided, faced by the Hon. G. Handcock, and they were well and numerously supported. The usual loyal toasts were responded to, that of the "Navy" by Lieut. Eaton, commanding H.M.'s gunboat Dapper. The gallant services rendered by this officer during the tremendous storm in which Vice-Commodore Henry's fine schooner, the Maraquita, was run down in Holyhead harbour, the same hurricane in which the Royal Charter was lost, were rendered justice to by the chairman ; and the skill and daring evinced by Lieut. Eaton and his boat's crew upon that occasion, drew forth a warm expression of feeling from the assembled members.

During the evening, a marked tribute of respect was paid to the memory of the lamented Captain Boyd, of H.M.S. Ajax, who had much endeared himself to the members of the club, by his courteous and kindly bearing and the many good qualities that adorned him. They have already subscribed upwards of one hundred guineas, and the list is daily augmenting, to place on the spot where he and his boat's crew so nobly perished in the cause of humanity, an appropriate testimonial of their admiration of the gallant deceased as a brave officer, a skilful seaman, and a high-minded, kind-hearted gentleman. His funeral, which took place on the 1st of March, was one of

the most imposing scenes ever witnessed in Dublin ; and from the landing of his remains from the Ajax until their final deposit in St. Patrick's Cathedral, the unfeigned sorrow of all who witnessed it bore testimony of the estimation in which he was held. It will be truly difficult to replace his loss, and Kingstown harbour will hardly have such a captain of the port again.

The ballot for admission of candidates has commenced for the season, and over twenty new members have been already elected.

Royal Thames Yacht Club.—On Wednesday evening, March 6th, the monthly meeting was held at the Club-house, Albemarle Street, which was more than usually well attended. Vice Commodore, R. Green, occupied the chair at the commencement of business, and until the arrival of the Commodore, Lord Alfred Paget: the Secretary having read the report of the previous meeting it was unanimously confirmed.

This being the evening for the election of officers for the ensuing year, the following were unanimously reinstated.—Lord Alfred Paget, Commodore; R. Green, Esq., Vice Commodore; J. Hutchons, Esq., Treasurer; Captain P. C. S. Grant, Secretary; B. Cooke, Esq., Cup-bearer; and Messrs. Ford, Hooper, and Harvey, Auditors.

The following report of the Sailing Committee was adopted, viz.:—

Opening trip to be on Saturday, May 11th.—Yachts to assemble at the Brunswick pier, Blackwall, at 2 p.m., and then proceed to Gravesend. Dinner at 6 o'clock, at Pallister's, New Falcon Hotel, at which professional singers will be engaged.

First Match, Monday, June 3rd.—For first and second class cutters and yawls: open to all royal yacht clubs.—First class. Exceeding 35 tons; prize value £100, with prize value £50 to second boat, if four start.—Second class: Exceeding 20 and not exceeding 35 tons; prize value £50; and prize value £20 to second boat, if four start; half minute time for difference of tonnage in each class; no time allowance beyond 60 tons.—Course: From Erith round the Nore and return. Entries to close at ten p.m. on Monday, May 27.

Second Match, Tuesday, June 18.—For third and fourth class cutters; and (on the same day) for vessels of any rig up to 50 tons, belonging to, and that have never won a prize in the Royal Thames Yacht Club, and which have been built and launched prior to January, 1860.—Third Class: Exceeding 12 and not exceeding 20 tons; prize value £40 first boat, with a prize value £15 to second boat, if four start.—Fourth class: Seven, and not exceeding 12 tons; prize value £30 first boat, with a prize value £10 to second boat if four start. And for the yachts of any rig up to 50 tons, a prize value £50; half minute time for difference of tonnage.—Course: From Erith to the Chapman Beacon and return. Entries to close on Tuesday, June 11th, at ten, p.m.

Third Match, Thursday, July 4.—For schooners, open to all Royal Yacht Clubs: first prize value £100, with a prize value £50 to second vessel, provided four start.—Course: From Gravesend round the Mouse Light, and

return to Greenhithe; time for tonnage to be notified hereafter. Entries to close on Thursday, 27th June, at ten p.m.

Several gentlemen were added to the list of Members, and the Meeting was adjourned to Wednesday, April 3rd.

The important subject of measurement is not yet settled by the Committee, and they are justified in well considering whether the racing by area of canvas will suit the yachts usually located on the Thames.

Royal London Yacht Club.—On Monday, March 18th, the monthly meeting was held at the Caledonian Hotel, Adelphi, the worthy Commodore presiding, the previous minutes were confirmed, and thirteen gentlemen admitted to membership, among them were five yacht owners. Some modification was made in the Club rules, and a new one added to the Sailing regulation, viz.—“That any yacht fouling a club mark, boat, or buoy, be disqualified.” It was generally considered that in every match fouling was illegal, but as some doubt seems to exist as to the fact, the above was carried to settle all doubts.

This being the time for the election of officers for the year, Mr. Powell (who officiated for the chairman), proposed the re-election of A. Arcedeckne Esq., to the office of Commodore, on whom he passed a very high encomium, carried by acclamation. Mr. Osborne proposed the re-election of H. F. Smith, Esq., as Vice-Commodore, and said “that he had but recently come among them, but from his antecedents as a yachting man, and his urbanity and courtesy, he was certain they would all feel delighted in having him again in office, carried by acclamation. Mr. Phillips had much pleasure in proposing the re-election of their esteemed Treasurer, G. C. Eagle, Esq. They had passed through an arduous year, and had it not been for the zeal and energy displayed by Mr. E., their affairs that evening would not have presented so prosperous an aspect as they did: last year it had been found that the expenses were becoming much too heavy, and the worthy treasurer exerted himself strenuously to curtail them, and he trusted that the balance at the end of this year would show how successful Mr. E. had been. Carried by acclamation. Mr. Hughes was sure that in proposing the re-election of A. Crossley, Esq., as Cup-bearer, he might say without disparagement to any gentleman present, that there was no member of the Club who had done more to advance its interests, and he (Mr. H.) regretted the unavoidable absence of Mr. Crossley, and he felt confident he had the good wishes of all present, and that his re-election would be carried in a manner most grateful to that gentleman's feelings, and an honour to the Club. Carried by acclamation. Messrs. Crossley, Osborne, and Phillips were elected auditors, and Messrs. Barclay, Pearson, Haines, Lane, Maynard, Phillips, Smith, Talfourd, and Tress, were appointed the Sailing Committee.

The Commodore having resumed the presidency, expressed his thanks for the confidence reposed in him, and assured them that the happiest hours of his life were passed in their society.

Mr. Eagle regretted the absence of the Vice-Commodore, who was detained by urgent business. He tendered them his best thanks for the compliments

they had paid to Mr. Smith, he would make it his duty to convey to that gentleman the expression of their kind feeling towards him, and he had no doubt that the worthy Vice would take the earliest opportunity of thanking them in person. He (Mr. Eagle) thanked them for his own re-election to the office of Treasurer, and said "from the kind manner in which they ever received him when he spoke upon any subject, that he gave them satisfaction: he had the interests of the Club sincerely at heart, he had no other object in view in attending there, and he hoped he should ever deserve this renewed mark of their regard. The Club was now in a very prosperous condition, and if all were bound together as a sporting community, it had nothing to fear; he was quite sure from long experience, that no other club could compete with them as a sporting club, and this year they had offered as usual to the yachting world an excellent bill of fare. He hoped yachtsmen would come forward and partake of it, and if they would not join in a sport which was wholly for their benefit, nothing the club could do would make them."

Prince of Wales Yacht Club.—The monthly meeting of this Club was held on Friday, March 8th, at the Freemason's Tavern, Robert Hewitt, Esq., Commodore, in the chair, faced by J. S. Adam, Esq., Rear-Commodore. The minutes of the previous meeting having been read and confirmed, several gentlemen were elected members.

Mr. Hewitt having vacated the chair, Mr. Legg was appointed to it, and the election of officers was proceeded with.

Mr. Logie said he should have great pleasure in recommending to them as the most efficient person they could possibly find to fill the office of Commodore, Mr. Hewitt who had just left the room. He had so long presided over their councils, that the members, one and all, must feel convinced they could not replace him by a better man.—Mr. Webster seconded the motion in similar terms, and Mr. Hewitt was unanimously re-elected.

Mr. Webster said he should be very happy to propose that their late Rear-Commodore, Mr. Adam, should be appointed Vice-Commodore. They were extremely sorry to lose the valuable services of Mr. Knibbs, but failing in securing them, it was necessary to elect some one who would supply, if possible, his place. He hoped they would soon find some gentleman as Rear-Commodore, but pending that, he proposed Mr. Adam as Vice.—Mr. Benson said he should have much pleasure in seconding the nomination. Mr. Adam was a man who had distinguished himself in their club, and performed his duties in such a manner as to give satisfaction to every member. He (Mr. Benson) felt a great deal of pleasure in seconding that Mr. Adam be appointed Vice-Commodore, and he hoped he would prove a worthy successor to his esteemed friend, Mr. Knibbs, whose ill-health had compelled him to retire. Carried unanimously.

Messrs. Hewitt and Adam having been made acquainted with what had transpired in their absence, were then reinstated in their positions. The Commodore said he begged leave to thank them for re-electing him, and assured them that as long as they were kind enough to repose the same confidence in him as they had hitherto done, so long would he endeavour to further the interests of the club as much as lay in his power.

Mr. Adam thanked them sincerely for the high compliment they had paid him by electing him Vice-Commodore. During last year he had endeavoured to fill the trust they had placed in him, and he could only say he hoped this year to again deserve their confidence in his new office, which he would endeavour to discharge with zeal and impartiality. He was actuated by conflicting feelings in returning thanks that evening. No man could but feel proud on being elected to the office of Vice-Commodore, but at the same time he must express his feelings in losing such a man as Mr. Knibbs; he feared that in him (Mr. Adam) they would not find such a good officer as Mr. Knibbs had been, and he was sorry they must lose him. He, however, would do his best to tread in the footsteps of his predecessor, and help to keep up the *prestige* of the club as much as in him lay.—After which, the following gentlemen were re-elected.—Mr. A. Turner, Treasurer; Mr. R. Sadler, Hon. Secretary; Mr. Walls, Cup-bearer.

Mr. Bain gave notice of motion for discussion at the next meeting, that an entrance fee of one guinea be charged all gentlemen entering the club after the 1st of April. The club had now been established ten years, and had arrived at some greatness. They were well known, and had such strength that they were not absolutely in want of members, and he thought something should be done to place the club on a footing with others, and assist in raising the funds still more, and he would propose that they have an entrance fee. as was the case in two other clubs he had the pleasure of belonging to. He knew more than one gentleman who would come into the club at once, and such a course would be the means of inducing those who did join to have a careful eye to the club's prosperity, and to ponder carefully before they left it. It would also be the means of bringing in many good men, who would not object to pay, and he therefore proposed "That on and after the 1st of April, an entrance fee of one guinea be imposed on all gentlemen desirous of entering the Prince of Wales Yacht Club." He had been connected with the club from its institution; he had its interest at heart; was convinced his motion, if carried, would materially benefit it; and hoped they would muster strongly next meeting night and support him.—The Commodore having expressed himself in favour of the motion, the meeting was adjourned to April 12.

Clyde Model Yacht Club.—At the late meeting of this flourishing Club, the election of officers took place, when that excellent yachtsman, J. Smith, Esq., resigned the office of Commodore. The age of this gentleman preventing him taking so active a part as he has hitherto done, and seeing the Club now in a prosperous and flourishing condition, and having many members of weight and influence who are qualified for such an office, and that his resignation would not retard its progress. The Club will still receive the assistance of this gentleman on all occasions when his advice can be of service.

The officers for the present year were appointed as follows :—The Hon. G. F. Boyle, Commodore; J. Eaton Reid, Esq., Vice-Commodore; John Ure, Esq., Rear-Commodore; J. Ferguson, Esq., Treasurer; J. M. Forrester,

Esq., Hon. Secretary. *General Committee*.—Messrs. Buchanan, Ferguson, Falconer, Spencer, J. Campbell, and J. Grant. *Measurers*.—Messrs. R. Hart, J. Spencer, and J. Miller.

We congratulate this Club upon its flourishing state, and the determination of its members to promote yachting during the season.

Norfolk and Suffolk Yacht Club.—This Club has decided upon the following programme for the season's sport,—but there is little doubt some extra matches will take place. The opening trip, May 16th, from Norwich to Yarmouth. The Annual dinner to take place at 6h. 30m. the evening before, at Mr. Cattermole's, Thorpe.—First Match at Cantley, June 6th Second March at Wroxham, July 11th ; and the Third Match at Oulton, August 8th. The late Commodore E. S. Trafford, Esq., has presented the Club with a handsome silver tankard, to be sailed for on the day after the Wroxham Meeting (July 12th), by any yachts belonging to the Club, the vessels to be handicapped by the new Commodore, N. Scott, Esq., of Aylsham, and the Vice-Commodore, F. Brown, Esq., of Norwich, and for this race a great many acceptances are anticipated. The Club is in a flourishing condition, and will offer three prizes at each meeting, for the three different classes; viz. cutters, latteens, and latteen foresail and mizen, besides the challenge cup, the yacht holding which is liable to be challenged at any meeting the day after it is won, the owner of the challenging yacht to pay two sovereigns, the entrance-money to be given to the winner of the cup.

INSTITUTION OF NAVAL ARCHITECTS.

At a meeting on the 1st of March, a paper was read on "the Deviation of the Compass in Iron and other vessels," by F. J. O. Evans, Esq., R.N., Superintendent of the Compass Department of the Admiralty. The following is an abstract.

The author proceeded to define the nature of the laws of magnetic action in iron ships, for the purpose of clearing them, as far as possible, from mathematical obscurities. He next detailed the results of his own personal investigation of many hundreds of deviation tables, chiefly of H. M. ships, and classed under the following heads:—1, Sailing vessels wood-built ; 2, Steam-vessels wood-built ; 3, Vessels built partly of wood and iron ; 4, Steam and sailing vessels iron-built ; 5, Iron-plated ships. In the first class he found that the north end of the needle was almost invariably drawn to the ship's head, the amount of the action being small. In the second class the general law obtained, but the machinery was found to add greatly to the disturbance, the direction of the magnetic force varying as the engines, boilers, &c. were variously arranged. In the third class, the iron is introduced in such a variety of forms and positions that only a general account of the magnetic action could be given. The compass errors are produced necessarily of a most uncertain and dangerous character, the more so as

they are often unsuspected by the builder and navigator. Mr. Evans instanced some very important modern examples illustrative of this view.

With regard to the fourth class, Mr. E. explained that the great difference in the conditions of compass disturbance in wood and iron-built ships respectively is that, in iron vessels, during the progress of building, the inductive action of the earth's magnetism is highly developed, and to a great extent *fixed* by the repeated hammering in the riveting and other works in the general fabric. The hull consequently becomes one large magnet, divided into two portions (similar to a magnet bar), one portion having north and the other south polarity, or the power respectively of repelling and attracting the north end of a compass needle. Mr. Evans explained at length, and by the aid of diagrams, the manner in which the position and direction of the ship upon the stocks affected this result; and observed that all detached masses of iron, not worked into the hull (such as the rudder, the funnel, machinery, &c.), have an independent magnetic character, and introduce a new set of phenomena, which must be separately considered. He also drew attention to the fact, that in two iron ships built in every respect similarly, except as regards the *quality* of the iron, the compass will be very differently affected, the softer iron being subject to the greater changes, and therefore the more likely to lead to disaster. From the same circumstance follows the very remarkable inference that if this iron be largely used in the construction of a ship, the delicately-poised needle of the compass will infallibly detect its presence.

After an able and elaborate review of facts connected with the variation of the magnetism of iron-ships, Mr. Evans inferred that the greater co-efficient denoting the deviation due to the *induced magnetism* of soft iron in a ship (known as the quadrantal deviation), the more rapid and capricious will be the change of the ship's magnetic force, both in direction and amount. And, conversely with a small co-efficient, there will be little or no change in the direction, but a decrease in the amount of the magnetic force. "But we are warned," said Mr. E., "under any circumstances not to send an iron ship too quickly to sea after launching; that her equipment shall progress with her head if possible in an opposite direction to that in which she was built; and as suggested by Mr. Airy, to 'shake out' by motion, concussion, or the tremor of the steam engine the variable part of the sub-permanent magnetism." Mr. E. next gave detailed statements on the best direction for building iron ships, and on the position of, and arrangements for, the compass. He urged the general adoption of the Admiralty standard or Azimuth compass in the mercantile marine, and gave directions for fitting it. In conclusion Mr. E. briefly referred to iron-plated ships of war, pointing out the importance of due attention being given to the novel phenomena which must attend their action upon the compass, and inviting further practical investigation of the subject.

YACHTING INTELLIGENCE.

The cutter yacht *Spray*, 33 tons, whose arrival at the Cape we noticed in our February number has now completed her perilous voyage to Tasmania, having arrived at Hobart Town on the 6th of January. Including her detention at Madeira and the Cape, she was 120 days on the passage from the Clyde, but deducting her stay at the above places the time occupied was not more than 100 days. Her greatest day's run was 195 miles. and her shortest 11. Our nautical friends will be surprised to learn that during this long voyage Capt. Wyse had never occasion to heave her to—a strong proof of the little craft's excellent sea going qualities. Her crew consisted of master, first and second mates, and four seamen, including one man shipped at the Cape. It may be mentioned as a remarkable proof how fast this little craft can travel, that she beat all vessels that left home for the Cape at the same time as herself by ten days.

DOINGS IN THE DOCKYARDS.

Messrs. Simons and Co., Glasgow.—Have built a splendid iron schooner, of 60 tons, for James Ballantine, Esq., who has named her the *Anita*. This firm has built since 1855 four other iron yachts, viz. the *Thara* and *Rivet* cutters, and *Aurora* and *Chance* schooners.

Mr. Wankill, Poole.—There are four yachts building here, all of which will be launched in May, viz. a schooner, 124 tons, (not named,) for J. Cannon, Esq.; *Enid*, cutter, 55 tons, for F. Scovell, Esq.; *Amber Witch*, yawl, 51 tons, for Capt. Bacon; and *Snipe*, yawl, 36 tons, D. F. Dalton, Esq.

For Sale:—a yawl 60 tons, a cutter 40 tons, a yawl 12 tons, and a cutter 36 tons.

Messrs. White, West Cowes. have lengthened the *Hornet* schooner, and the *Firefly* screw schooner; and are building a fine schooner yacht.

Messrs. Ratsey and Sons, West Cowes.—This firm has three schooners in process of building—one of 104 tons, to be called the *Volage*, for Lord Colville; one of 160 tons for his Grace the Duke of Leeds; and one of 140 tons, for W. J. Pawson, Esq. The *Viking* has been lengthened, and is now 120 tons. She is fitting out, and from her appearance we may expect to see her take a very prominent position during the season.

Messrs. Hansen, West Cowes.—The *Shark* schooner has been thoroughly overhauled, and is now fitting out at this yard. The schooner *Derwent*, and the cutter *Apsara* have each been lengthened 12 feet by the bow, but have not yet been measured. The *Galatea* schooner is nearly ready for sea. A new schooner of 120 tons is building for sale.

Messrs. Fife and Son, Fairlie, N.B.—This firm is building a schooner of 59 tons, for J. Graves Esq. Liverpool; a cutter of 60 tons for C. T. Couper, Esq. Glasgow; and a schooner of 13 tons for D. Stuart Esq. Dumbarton.

For Sale:—the iron cutter yacht *Cosack*, 48 tons.

Mr. Payne, Southampton.—A new cutter of 17 tons, was built here during the winter, for F. B. Windsor, Esq.—She is named the *Lusidora*.

Mr. G. Inman's, Lymington.—On the 14th of March, the new schooner *Zella*, 112 tons, built for H. S. Hannington, Esq., Hurstpier Point, Brighton, Sussex, was launched, and is a very pretty specimen of the building art. In the same yard is a cutter of about 50 tons, ready for launching; a schooner of 130 tons, near completion, and the keels of two 80 ton cutters just laid down. Fitting out the *Falcon*, H. W. Hartley, Esq., which will very shortly sail for Ecuador.

REGATTAS AND MATCHES.

- June** 1.—Royal London Yacht Club Sailing Matches for 3rd class, and yachts under six tons. Erith to Coal-house Point and back to Greenwich. Entries close May 24th.
- 3.—Royal Thames Yacht Club Matches for 1st and 2nd classes, Erith to the Nore and back. Entries close May 27th.
- 6.—Norfolk and Suffolk Yacht Club Match at Cantley.
- 18.—Royal Thames Yacht Club Matches for 3rd and 4th classes, and an Extra Match for cutters under 50 tons which have never won a prize in the R.T.Y.C. Erith to the Chapman and back. Entries close on the 11th.
- 29.—Birkenhead Model Yacht Club regatta.
- July** 3.—Royal London Yacht Club Sailing Matches for 1st and 2nd classes 1st class Erith to the Nore and back, 2nd class to Southend and back. Entries close June 28
- 4, 5.—Royal Mersey Yacht Club regatta.
- 9.—Windermere Yacht Club Match for Challenge Cup.
- 9, 10.—Royal Northern Yacht Club regatta at Dunoon.
- 11.—Norfolk and Suffolk Yacht Club Match at Wroxham.
- 11.—Windermere Yacht Club Match for Club Cup.
- 16, 17.—Royal Irish Yacht Club regatta at Kingstown.
- 23, 24.—Royal Cork Yacht Club regatta at Queenstown.
- 30.—Windermere Yacht Club Match for Amateur Cup. This cup is to be sailed in heats, the winning boat to win twice, but not consecutively. No professional sailors are admitted in this race.
- Aug.** 8.—Norfolk and Suffolk Yacht Club regatta at Oulton.
- 13.—Royal Victoria Yacht Club regatta commences at Ryde.

NOTICE TO CORRESPONDENTS.

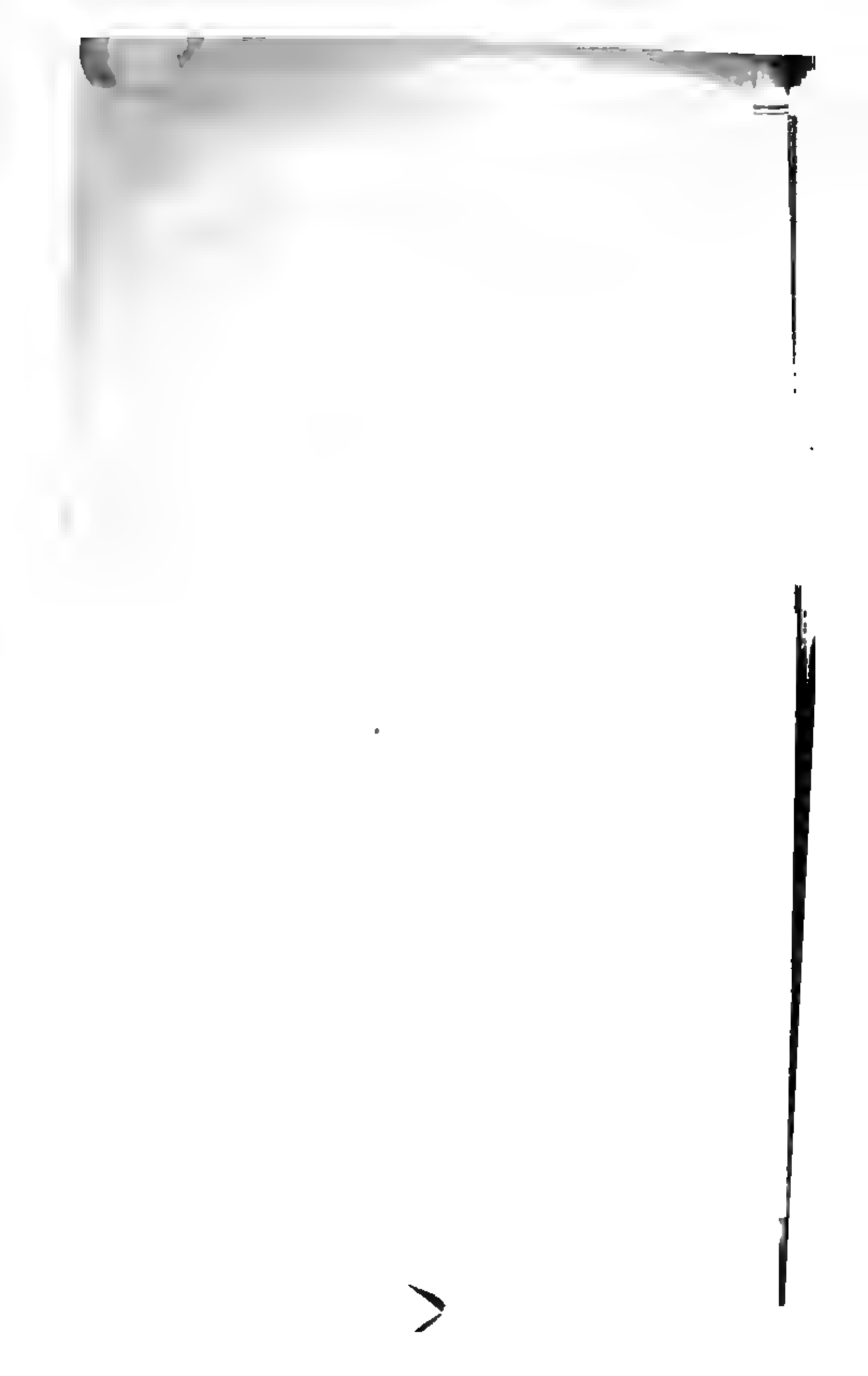
AMATEUR SAILING MATCHES.—This article arrived too late,—shall appear in our next.

WAVE LINE THEORY.—We are promised an article on this subject by a gentleman who has made it a study.

UNIVERSAL YACHT LIST.—Yacht owners are requested to forward the particulars of their yachts.

All communications must be addressed to the Editor, 6, New Church St. N.W.

HUNT & Co. Printers, 6 New Church Street, Edgware Road, N.W.



HUNT'S YACHTING MAGAZINE.

MAY, 1861.

YACHTS AND YACHTING*

BEING A DESCRIPTION OF THE BUILDING, MASTING, RIGGING, SAILING AND
GENERAL MANAGEMENT OF YACHTS.

CHAPTER XVIII.

ordinary rule, that is very generally followed, in proportioning lower mast of a cutter yacht, is to take twice the extreme breadth beam, and make the hoist of the mainsail of that length; then adding from one-third to one-quarter of this length additional, for masthead, will give the length of mast from the deck, to which the distance from the upper part of the deck to the bottom of the step in vessels hold being added, the quotient expresses the entire length of mast required: should an extra amount of canvas be required for other purposes, the beam divided into parts, or if its measure in feet be equal, a certain proportion of these parts, or number of feet, added to the hoist determined as above stated, will give the amount required, and the length of hoist will then be expressed by $2\frac{1}{2}$ beams, 3 beams, &c., or whatever exact measure may be determined.

It should be borne in mind when proportioning the masthead, a neat short head makes a vast difference in the appearance of the rig; a long straggling masthead is a most unsightly thing, and gives a heavy and stunted look to the main rigging, besides the

* Continued from page 151.

useless weight aloft. Some men advocate long mastheads as giving a better fulcrum to the peak halyards when the mainsail is up, and also as strengthening the topmast; and to remedy the additional top hamper reduce it in diameter from the hounds; that it has these effects it is true, but not to such a degree as estimated; besides the fact of its being so long converts it into a powerful lever when the gaff-topsail is not set, or that the topmast is housed, and the forestay and eyes of the shrouds acting as the fulcrum, the weight of the mainsail on the peak halyards very often twists a long masthead and springs it at the eyes of the rigging, more particularly when a craft is labouring through a heavy sea, or meets with squally weather in smooth water: a short neat masthead, and yet not too short, for this too may be overdone both for appearance and utility, with the diameter carried full up to the masthead cap, is always to be preferred; the full strength is in it to carry the weight of the mainsail, the effect of the leverage is considerably reduced and if the jib halyard blocks be seized on above the middle peak halyard block, and the balloon halyard blocks above the upper, it is an excellent arrangement, as the weight of either jib proportionately counterbalances the weight of the mainsail on the masthead.

In some of the Yankee sloops there is a short stay from the masthead spliced into the forestay in order to meet this weight on the masthead aft,—but it presents a very ugly appearance although of considerable utility. The mastheads of these sloops although notoriously short, stand greatly in need of such a support, the strain upon them not being distributed, as in our cutters, by two or three single blocks, but concentrated frequently on a two or three fall block.

That part of the above mentioned rule which relates to the proportion of diameter requisite to the length of a mast, is likewise based upon the breadth of beam; it specifies that the diameter of every such so measured mast is to be seven-eighths of an inch to every foot of the beam; this is a simple rule and with such modifications as circumstances might render necessary, would work well, as it gives a vessel possessed of a large amount of stability a spar of adequate length and good average substance; for cruising vessels it may be found to answer in the form I have stated; but according to the present notion of racing spars considerable amplification may be indulged in. With respect to the tapering of a mast towards the head, I should be very chary of it, if it is a long spar, it will want its entire substance

carried through, from the fact that in such a spar it is a matter of great difficulty, if not of impossibility, to get a stick clear of knots; and every knot weakens it more or less: a mast for a small cutter may be selected with less difficulty, but let the yachtsman remember that every shaving that is taken off a spar to reduce it, is removing the strongest part of it; I hold an opinion that if a spar was turned end for end, the knotty part that we now make the head converted into the heel, and reduced only so much as to proportion it to the diameter below, it would be a stronger and more serviceable conversion of that spar; the greatest average working strain upon a mast is not at or near the deck at all so great as it is from one to two thirds up to and at the head.

I was first induced to form this opinion by seeing a large cutter overhauled that had gone through a great deal of hard service upon a wild coast and in stormy weather, where she had to contend against the weighty seas of the Atlantic; she had a large winch which was attached to the mast by a broad and heavy iron band, not galvanized: this band had discoloured the mast above and below it considerably; the boom was fitted with a goose neck that worked in an eye welded upon the band: during the overhaul it was resolved that this band should be got rid of, and a light saddle with spider hoop and suitable winch substituted: upon removing the band the mast was found to be so severely sprung underneath it, that guys had to be attached to the mast to prevent it tumbling overboard, and sheers immediately rigged to remove it: now had there been a working strain on the lower part of the mast greater than that upon the head, it must have been twisted out of this band; but from the appearance of the parts where it was sprung and the iron rust having penetrated considerably into the transverse cracks, the inference we deduced was that this mast had been sprung for a considerable time, and that it rested in this band as in a step, the lower half of it being quite firm on the stump; she had just gone through a winter cruise of unexampled severity, and upon questioning her master he informed us that he had frequently observed the mast to yield a little at the band, but could not understand the reason of it: if he had known it to have been sprung in the state in which he saw it when the band was taken off, he declared, he would have as soon thought of drowning himself and all hands as gone through the seas and storms he had encountered.

The next point we turned our attention to was how the mast could have been sprung at this particular part; this however was easy of solution, the working of a heavy winch, the action of the boom upon the goose neck, and the repeated screwing up of the iron band to resist these assaults, had so compressed and crushed the external and strongest layers of the spar, that a very slight and sudden shock might probably have caused it, such as the vessel might have experienced in contending with a heavy short head sea, or by being struck by a sudden squall.

With regard to the turning of a spar end for end, it is merely an opinion; I have never seen it experimented upon, although I have been informed that spars made from barks have been treated so, and some instances have been mentioned to me of whole spars, yet as I have no personal knowledge of it, I cannot speak to it: I think however it is worthy of consideration and trial.

It may not be out of place here to say a few words relative to the different descriptions of pine used for spars, together with some particulars of the growth, and the countries which furnish the vast supplies annually consumed in Great Britain: for the masts and other spars of yachts, as well as much of the timber used frequently in the construction of the hulls, the Pines and Firs, or cone bearing trees, that grow and thrive best in cold countries, are, from their lightness and toughness, coupled with their elasticity, found admirably adapted to such purposes. The only other wood I have ever seen used in constructing a mast was Teak; I saw a Chinese junk with a teak wood spar, but as Rangoon teak is only of the same weight in lbs. per cubic foot as American yellow pine—viz 26·7lbs, if it was of that description it would only be an average weight: but if of Malabar teak it would weigh 53lbs. to the cubic foot, or 1lb. heavier than English Oak, and certainly a vessel that could carry such a stick must have been a miracle in her way.

The principal markets from whence we obtain our masting spars are British North America, Norway, and the Baltic, Riga, Memel, Dantzic, Stettin, &c., but of all pine bearing countries New Zealand bears away the palm. Could we obtain the same facilities of importation from thence as from other countries, we should have such spars as would gladden the most fastidious yachtsman's heart. A specimen of the New Zealand spars may be seen in the Queen's yacht, Victoria and Albert, which were brought over specially for the

purpose; and perhaps handsomer sticks could not be seen in any other vessel in the world.

The principal varieties of pines and firs that are used for the masts, spars, and hulls of yachts, and generally in Naval Architecture, comprise amongst them some of the most important of our forest trees, and whether we consider them with regard to the value of their timber, which in a commercial point of view equals that of oak, or for the value of their secretions, which supply us with pitch, oil of turpentine, Canada balsam, &c., the pine tribe constitutes a supply, the vast importance of which can scarcely be estimated. The timber is usually considered of the best quality, if found in cold exposed situations, and the slower the growth the better: the commercial names under which it is known are Deal, (or White Fir) Fir, Pine, and Cedar. The names of some of the principal varieties used for the above purposes are as follows,—

Pinus Nigra.—The Black or Double Spruce, is valued for the lightness, strength, and elasticity of its timber: it is obtained in the mountainous districts of Nova Scotia, also of Carolina, and further amidst the inclement northern districts.

Pinus Canadensis.—Or Hemlock Spruce, is of slow growth but noble proportions, its average height is 80 feet: the timber is not considered good. It is very abundant in Nova Scotia, and in New Brunswick; as also near Quebec and in the State of Vermont.

Pinus Resinosa.—The Pitch or Red Pine of the Canadians, which grows to a great height, and is remarkable for the smoothness and red colour of its bark, as also for the quantity of resin it yields; it grows in close forests in Canada and the Northern Regions of America.

Pinus Strobus.—The White or Weymouth Pine grows to an immense size, having been found 200 feet in height; this pine makes first-rate spars: it is found in Canada, the United States, and in the district of the Bay of Fundy.

Pinus Rigida.—The Pitch Pine; the timber of this pine is not considered of a very good quality; it is cross grained and saturated with tar: it grows throughout the United States, and is generally found in poor soils.

Pinus Mitis.—The Yellow Pine, yields fine and durable timber, and grows in the middle and northern districts of America.

Pinus Australis.—The Southern Pine; the timber of this tree

works clean, is light and durable ; it contains much tar, and makes excellent spars, it is found in the central districts of North America.

Pinus Sylvestris.—The Scotch Fir yields the Red and Yellow Deal, it is considered to be the hardiest species of pine, and most valuable ; it yields very large quantities of pitch, tar and turpentine: it grows upon the mountains of Scotland, in Northern Europe, and North America. It reaches a height of 90 feet.

Pinus Larix.—The common Larch ; this tree takes rank in value next to the Scotch Fir ; the timber is heavy, very tough, and closely grown ; it makes fine planking for vessels. In England, Scotland and Ireland it flourishes well on barren and exposed land: it is found in the mountainous districts of the middle of Europe, and prevails largely in Russia and Siberia : 45 feet is said to be its average height.

Pinus Abies.—The Norway Spruce ; this pine furnishes the White Fir or Deal timber ; it grows in a straight stem from 150 to 200 feet in height : it is found in Northern Europe, and takes its name from Norway, where it is principally found: it makes fair spars.

Pinus Picea.—The Silver Fir: this tree grows to large dimensions, and yields very fine timber for shipbuilding purposes ; it is a native of Germany, Switzerland, Italy, and Siberia.

Pinus Pinca.—The Stone Pine, yields also excellent shipbuilding timber, it is found in Southern Europe and the Levant.

There are many other varieties, but these may be sufficient to interest the yachtsman. The above are according to the arrangements of Humboldt and Schouw.

With respect to the selection of timber for spars, in order to understand the principal upon which the best adapted for the purpose may be picked out, with your liberty good Mr. Yachtsman reader we shall refer for a short space to our School-boy-day studies, and in order to comprehend these principles thoroughly we will succinctly investigate the growth of trees. There are two descriptions of trees ; the first having what is scientifically known as *exogenous* stems, or those that grow by the addition of wood *on their outer surface*, underneath the bark. The second are those characterized by *endogenous* stems, or those that *grow inwardly*, from the centre, and which latter class are further known by the comparative thinness of the coating of bark, their covering in this respect being nothing more than a thin cuticle. It is a curious fact that it is between the family of Pines

and Palms, which may be considered in some measure related to each other, that this great difference most strikingly occurs. The Pine is *exogenous*, the Palm *endogenous*; the former thrives best in cold exposed regions, the latter is chiefly found in tropical regions; and here one of the many beautiful provisions of nature is exemplified in the absence of bark from the Palm: one of the principal duties of the bark being to *protect the sap* from which the wood is formed on the outer surface, but there not being any flow of sap externally in *endogenous* trees, the bark becomes unnecessary.

Another striking difference in the structure of these trees is the provision that enables the Palm to attain such a great height; the wood growing from the centre (*i.e. endogenous*) soon reaches the diameter its vital functions are capable of supporting, and then the wood forming sap instead of being distributed over the external surface underneath the bark, as in *exogenous* trees, is progressively deposited at the summit of the stem and thus the tree grows vertically after a certain period, without any considerable lateral expansion.

The number of concentric zones, or rings, that may be observed in the transverse section of a tree indicate the number of years of its growth, and I will here make an extract from Orr's Circle of the Sciences, which will completely illustrate this part of the subject.

"The inclosure of zone within zone is owing to the mode in which the wood is produced, and the position in which it is deposited. Wood is formed by the leaves during the growing season, and passes down towards the root between the bark and the wood of the previous year (if any), or in the position in which cambium is effused; and as the leaves more or less surround the whole stem, the new layer at length completes a zone, and perfectly encloses the wood of all former years. This is the explanation of the term *exogenous*, which is derived from two words signifying to grow outwardly, for the stem increases in thickness by successive layers on the outer side of the previously formed wood. That this is the mode of growth has been abundantly proved by experiment, and demonstrated by accidental discoveries. Thus if a plate of metal be inserted between the bark and the wood, it will in progress of time, become enclosed by the new wood which has overlaid them. So in like manner if letters be cut deeply through the bark and into the wood, the spaces will not be filled up from the bottom, but may be seen in subsequent years overlaid by new wood.

These facts prove that the wood is applied from without. Again if a branch be stripped of its leaves down to a certain point, it will not grow above that point; and so, in like manner, if branches be stripped from one side of a tree, the tree will not grow on that side. If a circle of bark be removed from a branch above and also below a leaf, it will be found that increase of size will occur below, but not above that bud; and so, likewise, whenever a ring of bark is removed from a tree, the new woody fibre will not proceed from the lower but from the upper edge."

In choosing a spar therefore, the manner of growth of the tree should be remembered, and a stick selected that from its natural size will require very little reduction to make it suit the vessel for which it is required; it should be carefully examined for knots, rind-galls, and shakes; a short piece sawn transversely off both the butt and the head, will enable the heart to be examined; it denotes a well grown stick if the centre, or heart, of the concentric rings or zones of wood is in the middle of both butt and head, but if the heart is more to the side at either butt or head, then it denotes that the tree either in part or whole, is not fairly grown, and that the wood forming sap has been distributed unequally: if there be pale red, or pinkish and white spots pervading it, or any symptom of rot at the heart, or radiating shakes of any serious magnitude, particularly those which coincide at the diameter, the spar should have other pieces cut off until it be ascertained sufficiently whether such defects are local or pervade throughout. Having determined the nature of the butt and head, the sides should next be carefully examined with an adze, chips taken off here and there, and the sap cleared away down to see its depth to the sound wood; every knot cautiously examined as to whether it is sound grown, or resinous, or rotten; and here let me say that too much particularity cannot be exercised in the testing for soundness and comparing the position of whatever knots may be found in a spar; this latter point is too often overlooked, if knots are evenly spread over the stick, and at equal distances from each other, and that they are sound, they are not of such serious consequence; but where two or three knots grow in the same horizontal ring round the stick, it forms a terribly weak spot; or a very large knot which makes the wood to curl about it is very often fatal; if knots grow very thickly about the head and lie closely together, the timber will be found very curly and weak.

AMATEUR SAILING MATCHES.

In common with other yachtsmen, I have been looking forward in pleasing anticipation of a race upon the river similar to that held last year by the Royal Thames Yacht Club ; namely, an " Amateur " Match, or " Corinthian," if so be that is the proper designation. I had hoped that this season we should have seen a more equally matched entry of vessels, and perhaps some from the Irish and Scotch clubs, to contend against the *Thought* and her excellent crew, whose handling of her last year was the theme of universal praise by all who witnessed it. However, upon looking over the great Metropolitan Clubs' sailing programme in the magazine for April, I see that there is no mention made of a match of this description.

It is much to be regretted that the Royal Thames Club, who appear to be taking a strong lead as a thorough working Yacht Club, should suffer a system calculated to foster a superior yachting spirit, thus to fall away : last year there appeared three crews at the starting buoys, who were a credit to any club, and it is a great pity that the crews of the unsuccessful vessels should not be afforded another, and many occasions, of testing their skill and nautical knowledge against the crew of the *Thought*. It was generally felt upon that occasion, that irrespective of the merits of the respective crews, the vessels entered against the *Thought* were vastly inferior to her as racing vessels, it was not therefore by any means a conclusive match as to the merits of those engaged in handling the vessels. The *Thought* had an excellent captain, and one who certainly picked a crew that did his discrimination and training infinite credit; but that the other vessels had a chance against the *Thought*, without entering at all into the merits of the crew, was as patent as entering a moderate " four " against a Cambridge or Oxford " eight." But that the spirit aroused by the match would have shown its fruits had an opportunity been allowed this season, there can be little doubt, and it is to be hoped that the Royal Thames Club may be induced to reconsider their programme, and as funds certainly cannot be the obstacle, they may add to it a good Corinthian prize, and again give the lovers of yachting such an exciting spectacle as a well sailed match between the members of the Metropolitan yacht clubs.

The good effects likely to accrue from the encouragement of such matches, has not I think been yet fairly estimated ; we have not too many or too spare—nay not one-tenth enough—of thorough good yachtsmen amongst us ; by the name of yachtsmen we have plenty of

average mediocrity, but that is the most that can be said ; our stars are not numerous enough, as the failures of entries for matches too often prove, and the fact that we have not yet found amongst our ranks a champion fit to recover the laurels carried to the other side of the Atlantic, sufficiently proves that a new and powerful impetus is wanting to recruit fresh blood to our ranks. In plain matter of fact we want a good school wherein to secure the inclination and youthful energy of those whose position and prospects in life would hereafter enable them to take a brilliant part as yachtsmen, but of whom too many are lost to us now from not being secured to the great national sport in the spring time of their manhood ; many a gallant enthusiast in other pursuits might now have been a daring yachtsman, had his attention been called to it at that period when early impressions prove most lasting, and I have little doubt that there are others who may have enjoyed it after a fashion that appeared tame, spiritless, and uninviting to them,—when they have merely been passengers upon a fine sunny day. I have known not a few instances where men have joined yacht clubs without the most remote idea of ever becoming yachtsmen, and whom a chance cruise in a friend's yacht during stormy weather, when the excitement consequent upon active work, together with a spice of danger to make it *piquante*, converted into owners and as thorough good men as ever handled a tiller.

Corinthian or Amateur Matches are peculiarly adapted for enlisting the young blood of the yacht clubs who are not yacht owners, when they first join ; it is admitted, I believe, generally, that a yacht club cannot be kept going by its yachtsmen members alone, at least in the present day ; and of those who join clubs merely for the society, for the pleasure they take in witnessing matches, or merely for the convenience of a club, what inducement is there at present to arouse in them a spirit of yachting : some, through the kindness of the yacht owners of the club, may occasionally enjoy a placid day's sailing, when to interfere in any way with the duties of the regular crew would not be permissible ; and others never arrive beyond the deck of a steamer on a match day, a description of yachting not by any means calculated to awaken enthusiasm upon the subject ; but were these matches fostered, and club pitted against club throughout the year, it would have the most beneficial effect, and we should see young, enthusiastic, and thoroughly practical yachtsmen swelling the lists season after season.

It may be advanced against such matches, that it is hard to get up crews, that the experienced men all get together, and then there is no chance for the beginners ? very true, because experienced men don't

like to be jumbled up amongst know-nothings,—that yachtsmen are not disposed to allow crews to knock about their vessels in training!—true likewise in many instances, but I am happy to say not in all; and if yacht clubs entered properly into the spirit of the thing, a good open yawl or wherry—at a few pounds cost, would enable a crew to train so that no yachtsman would object to receive them in a very short time.

Excuse me, Mr. Editor, for trespassing thus far on your valuable space, but upon a subject which I think of vital importance, particularly to our Metropolitan Clubs, you will excuse me, and hope you will employ your able pen in advocating these matches, and thus assist in promoting yachting.

J. H. F.

London, March 15th, 1861.

SKETCHES ON NAVAL LIFE.*

BY AN OLD SALT.

CHAPTER IX.

THE American skipper most cordially reciprocated our "Old Feller's" proffered friendship, was duly made free of the captain's cabin and mess; twelve men and a quarter-master were sent on board the schooner, and then our first lieutenant and the captain had a long consultation as to who could be best spared to send home in her as prize master. We were still on the look-out for the Yankee frigate, and a lieutenant or master's mate could be ill spared, except, indeed, "Down-jib-and-wear-her," but he had neither navigation nor seamanship; so, after a long palaver, your very small and humble servant was sent for, and asked if he thought he could take her home. "Oh yes, certainly, if you please, Sir," said I, without at all being aware of the responsibility I was bringing on myself. What navigation had I? I could pull the sun down at noon, and find my latitude to a few miles. How did I find my longitude? By the aid of Hamilton Moore and Mercator's sailing. Could I work a traverse? "Yes." Then get a slate and do it. "Couldn't unless by myself all alone." One was given me, and I was left alone and did it.

Ordered to pack up my traps, and go on board the schooner, and make sail for Plymouth straight off. I was soon ready, and went and reported myself so. The captain said, "Is there anything I can do for

Continued from page 171.

you, youngster ?" I replied, "If you please, Sir, let me have Bill Williams, the captain of the maintop, instead of the quarter-master." "Oh, certainly," was the kind reply ; and Billy, who was waiting my advent from the cabin, flew for his hammock and bag, which were all hopefully ready to be handed over the side.

The captain then went to the master of the schooner, and intimated, that if there was anything in her he felt a wish to have, it was perfectly at his disposal. He said "No, he was obliged, but asked which of the lieutenants was going in her?" Our Old Feller said he'd none to spare, so he was going to send a youngster, pointing to me, who, bursting with pride, was all ready for a start.

The Yankee captain eyed me with a mixture of anger, shame, and pity, most painful to witness, for a sort of spasm shook his whole frame, even to the distortion of his mouth, and it was with great difficulty he rallied, when coming up to me with an abortive attempt at a smile, he said, "I say my little Razzee, have you sich a thing at home as a mother ?" I stared and said, "Yes, Sir, I hope so." He replied, "Wall, so do I, and may you never know the pain of seeing her taken away to slavery ; now that ar vessel as you're agoing to slope off with, is the only crittur this side o' sun down, as I truly loves, or as cares for me : she has been my house, my castle, my cradle, and I'd a hoped would a bin my fixed location in old age, and so she should a bin if your folk had not put a shot through my fore-topmast, for I meant to make tracks and streak off straight to home ; but jawing's no airthly use, so good bye ; only just look here, did you ever jibe a mainboom long and strong enough to raise up the sun in the mornin', and lower him down at night ?" I said, "No Sir."

"Then you never seed all creation striking fire and burning brimstone, eh ?" "No Sir."

"Then my small mannie, when that ar main boom jibes on you un-awares, with a strong roll of a quarterly sea, and the wind a leetle *abast* of aft, if you don't wish your mother had a sold vinegar, and you'd a staid at home to bottle it off, I'm a possum, that's all." With this he shook my hand nearly off and walked aft.

Our Governor then gave me his hand, and said. "Mind, Mr. —, you've a serious charge for so young a lad ; but the coal trade is now doing you a good turn ; don't disgrace it by forgetting you're an officer, and as your prize is a valuable one, fight her, if you can, sooner than loose her ; and rather than see her taken, sink her or blow her up, taking care your boat will swim safely with all hands ; and now God bless you, and I hope to be home soon after you !"

Well, away I went over the side, and into the boat, and so on board "Uncle Sam," when Bill Williams suggested the very great propriety of standing across the frigate's stern, hoisting the British flag, *over* the stars and stripes, and saluting her with three cheers. This I thought a beautiful idea, barring the stars and stripes, which I would by no means allow of, in respect for the Yankee skipper's feelings, but just as we were thinking about it, the boat with the superseded quarter-master had reached the frigate, and after he had ascended on board, who should I see descending over the side into her, but the Yankee skipper and a midshipman in charge of her, and away they came straight for the schooner ; so, we held on the forebraces, and they came alongside; and the Yankee skipper then stepped on board, having, *as he said*, forgotten something in the cabin, "Raather worse nor nothin' to all creation but himself."

So, down he goes below ; and Bill Williams whispers me to follow, which I incontinently did. The American captain had seated himself in his usual place, and was allowing his eye to wander over the many and dearly-valued household gods, no longer his to worship and admire, save in memory. I stood abashed before him, as, after a struggle which would have strangled a giant, mind assumed a sway that bore all before it in a terrible agony of tears and sobs, fearful to witness. When this subsided he looked up, and saw the tears yet wet on my own cheeks. A thought seemed to flash across his mind like lightning. He drew me to him kindly and gently ; he spoke of his ship as his wife, his sister, his mother—his only earthly love and hope. He spoke of his home, his father's location, his money, his peach orchards, where "if you only winked at a peach, it right off melted in your mouth." Would I, could I, dare I, steer for Boston or New York, he'd give me all creation and a handful of stars to boot, if I would. Couldn't I make a mistake ; he'd write me out an order for 10,000 dollars, and a free pass to go clean over the world's edge where I liked most to locate to ——. No; certainly not ; and was this a fitting return for Captain ——'s kindness and courtesy to him ? He saw he was playing a hopeless and not over worthy game of chance, so he took one last look of all he so dearly prized, nearly wrung my hand off, rushed up the companion ladder, and over the side, and away he went to his floating prison—the saucy, flying, fighting ——.

When he was gone I filled our foreyard, braced up and stayed the schooner instead of wearing her—her late captain's homily on main booms rather having given me a fright. I then stood for the frigate, crossed her stern, manned the fore-rigging, settled the colours and top-

gallant yard, and gave her three cheers, which, however, were not replied to; our commander, instead, waving his hat, and shouting out, "Well done, young Coal Trade!" I had hardly done my last bow in reply, when Bill Williams floored me teetotally by the simple question, "What course is we to steer, sur?" What, indeed? that ~~was~~ the question. I now began to feel the difference between the third and first person singular. It was not—"Mister —— tell the officer of the watch to order the quartermaster to direct the man at the helm to steer so and so." But the mysterious movement was to be dictated by myself, out of my own head. It was a floorer and no mistake, but I looked as big and careless as I could, and said—"Oh, yes, eh; why, put her head to the *norrud* till I look at the chart!" and having thus delivered myself of my first spontaneous order, I dived down into the cabin and opened a note Old Meridan had kindly put into my hand before starting.

This document was headed with our then latitude and longitude, and day and date of month and year, and then followed a whole lot of nautical lore which was pure Hebrew to me, and in the study of which I got fairly bewildered, so I put shame in my pocket, and called Bill Williams to the rescue. Down he came, and I then asked him if he had any navigation; his reply was as follows:—"Well, sur, you see, sur, I ain't nuthin' perticklar at it, noways, I know's we's to the southwesterd of England, and in consekence ought to steer to the easterd of north to fetch it; but my larnin' don't go fur enough to prick her course off the chart, howsever, I'll spread him out and you can take bearings and distance, and the help of Providence and old Hamilton Moore, we'll fetch somewhere's anyhow!"

This, as may be conceived, was by no means conclusive as to the best mode of procedure, but faint heart never won fair lady, or sailed a ship across the trackless deep, so we spread out the chart, I got the compasses and parallel rule to work, marked out our present position, and, by dint of hard work, hit upon our course, allowing nothing, however, for variation. When I'd done, I said, "Well, Bill, do you think that's it?" "Why, sur," said he, "it's as likely to be right as wrong, you know, considering the trouble we've had over it, so we may as well steer it as not; but, sur, saving your presence, this here job put's me in mind of the north country skipper as was on'st blowed out o' sight o' land, and hadn't no sort of navigation to fetch him back to it; howsever, he hailed the cabin boy to strike a light, for it was getting dark and blowing marlinspikes, pints downuds; so the lad gets a light as he holds in his naked coal dusty hand, and he and the skipper bores their wise heads over the chart to see what they could make out. Fust they looks out

for shoals and rocks, and the lad's hand getting hottish, the dip begins for to melt and run over his black fingers on to the chart, in dirty round drops. The skipper was none o' the best at seeing clear, and every dab as falls he takes for a rock, and gets so frightened he swore the ship ud strike and go down in less nor an hour. The poor boy he begins to blubber, and says, "Oh, mester, if they did bur ken at hame where we wor;" to which the skipper replied—"Lord sake, laddie, if we only kenned oursell's the deevil might tak hame and all them that's intilt!"

Well, away we went on *our* course, right or wrong. I then told off the watches, set sentries over the prisoners, trimmed the sails, put all ship-shape, and served out a glass of grog; and then Bill and I went below again to cogitate. He said among many other scraps of nautical advice, that as most ships in concert had private signals, he and I ought to have one, so that if he was doing what I did not like, I was to make some sign, and if I did anything not exactly ship-shape before the crew, he was to hoist some private signal by which I could correct or stop myself. Very good, but how was it to be done? "Why, sur," says Bill, "most a folk when hove aback takes to scratching their heads, or a hoistin' up their waistbands, or summut o' that sort. Now, sur, if you'll scratch your head I'll hitch up my trousers, and if you dushn't see that, I'll spit *inboard* instead of *overboard*, and then makes belief to wipe it up, and then you can down helm and go round on tother tack, or heave to for further advice as you thinks best." These bye laws being fully established, I told Bill to cut his stick, and then off jacket and set to work to study Hamilton Moore as he never was studied before or since, and the happy result was, that as daylight stole into the cabin, something like the *true* and *magnetic* way home glimmered across the confusion of my theoretic obscurity.

As to Bill Williams, as he himself said, "he'd never no hedication;" so I had just to trust to the chapter of accidents. And a tough job it was, never knowing wherabouts we should make the land, from the bottom of the Bay of Biscay to Cape Farewell; enemy's ships to look for and run from; as many prisoners as crew to look after; and a little devil of a vessel to control, that went tearing through the water like fury, every seam in her upper works, with any sea on, opening and shutting like an oyster, and letting in water in an exceedingly unpleasant manner; the main boom, of which her late captain spoke so alarmingly fully acting up to his description, and requiring as much watching as the sun at noon, on a cloudy day at sea. However, at long last I made a land fall, but where that was, was the question; nobody knew. It was low and sandy, wild and barren; the weather was foggy, and a long

roll of sea on the shore, which bore an alarming propinquity to my charge, so we hauled off the land, and hoped for clearer weather, as I had not had a sight of the sun at noon, or the north star at night, for three days, and had been running at the rate of 10 knots an hour before a dirty, drizzly, south-west wind, with an atmosphere as thick as butter-milk, leaving me the pleasing doubt as to whether we were most likely to run under the guns of a French frigate, or into the face of some iron bound cliff or other, at the Land's End of England.

However, providentially, neither of these misfortunes did happen, although the first was very near being the case; for, after hauling off the land a little and sounding, we came to the Dutchman's idea of matters—heave to for clear weather. And so we did. All that day it was thick and drizzly, so towards the evening we stood off the land well, to get an offing for laying to during the night, and hoped for better luck on the morrow. I kept the first watch, and then called Bill Williams. I then went below, took a glass of grog and a biscuit, and turned in, about half frightened to death as to where we were, and how I was likely to get out of my present scrape. However, at that time of day, I had pretty much of a sort of “devil-may-care” way of treating matters in general, so I tumbled into my cot and fell asleep, out of which happy state of oblivion I was roused about three o'clock in the morning by Bill Williams, who favoured me with the agreeable intimation that an enemy's ship was close aboard of us. I bolted out of my cot and asked Bill “what the row was?” “No row at all, sur,” says Bill, “and as little on it as is possible, is our best chance, for we're close aboard of a French frigate, and there's little wind, and he's a just beat about a dozen drums to rouse his hands up to put ship about, as the fog's so thick, he wants to get a better offing from the shore, and there's as much talk and gabbering going on aboard on him, as if he was a maintop full o' monkeys with a basket o' nuts in the middle on um!” I slipped into my nether garments in a trice and up on deck, looking with all my eyes, as the saying is, for our dreaded foe, and although the fog was too dense to see him, we could hear the voices of his officers and crew, and the wash of the sea about his bows and sides as he rolled to the swell.

Now, what to do was the next question; lay quietly to, or fill the foreyard and run for it. Billy said we had better lay to, still as death, and he'd pass us in the fog, so there we stood, all hands straining our eye balls to catch a glimpse of the enemy's real whereabouts, and he evidently nearing us, our hands ready to fill our foreyard in the twinkling of an eye, and the most dead-like silence preserved, when from our

forecastle issued an Indian yell, so wild, loud, and unearthly, that for a moment all hands were terrified into helpless wonder; the next heard the chopping blow of a cutlass cleaving through the skull of the American prisoner who uttered it, and the heavy fall of his dead body on the forecastle. You see, we kept our prisoners in the forecastle, with a sentry over them, allowing three at a time to be on deck with the watch, to get fresh air and help to work the ship, &c., and very well they behaved up to this critical moment; but then (and small blame to the poor fellow who did it), home and all its sweets overpowered every other thought, and, fearless of consequences, one of them gave the wild yell or Indian war whoop I have just described, and dearly he paid for his patriotism, dying with the sound of his cry still vibrating through the fog, as if waiting for his liberated spirit to meet it there.

The next instant heard a loud voice through a speaking trumpet utter, on board the Frenchman (spelling it as pronounced), "Selonce!" and then, as every sound became hushed but the wash of the sea, or the creaking of a spar, we held our breaths for fear of detection, as we saw the huge mass of hull and sails of our gigantic opponent loom through the fog on our weatherbeam, like some dark floating rock surmounted by towers of lighter stone. Yet all was indistinct; I could not have sworn it was a ship had I not known it previously—it might have been a haystack for that matter; but we knew only *too* well *what* it was, and, as we lay down on deck, all but two men, with cocked pistols to the ears of the two Yankee prisoners on deck, we fully expected to catch, as Bill Williams whispered in my ear, "more kicks than happence." However, "luck 's a lord," and the Frenchman glided past like the ghost of Ossian, seen but unseeing, and, as soon as we thought him out of hearing distance on one tack, we filled the foreyard and went about on the other, getting out our sweeps to help the schooner along, the air of wind being still very light, and the sea having greatly subsided during the night. Well, we worked at the sweeps for two hours, and then laid them in, hoping for a lift in the fog and clear weather. At about 11h. a.m., the sun now and then peeped out for a moment through the fog like a mother-of-pearl button; but at a quarter to 12h., blue sky began to appear here and there aloft in little patches, but as yet all was obscured below, when, in ten more minutes, the breeze having gently freshened, the haze lifted, and on our lee beam loomed the land, indistinctly, but certainly visible. I was just wondering what country it might belong to,—France, England, or Ireland—when Bill Williams touched my shoulder, and turning round I saw the French frigate six miles outside of us, and dead to windward. My heart leapt to my throat, as I saw

all my blushing honours as prizemaster fade away, to be supplanted by a French prison and cruelty. I shouted out, "Make sail, all hands!" when Bill quietly whispered, "Make nuthin, sur, or we're done for; look here, sur,—here's the shore, a inimy's shore I'll swear, close aboard on us; and there's the inimy hisself, dead in the wind's eye on us. Now sur, our only chance is to sham Yankey—that 'ere French frigate is bearing up you see—aye, there goes her gun and colours. Now, sur, take my advice, heave aback our foreyard, run up the stars and stripes with the union under um, muster our hands all but two as sentrys over the prisoners, and give *them* orders to blow their brains out, or run um through, if they so much as sneezes whilst that chap boards us; that, you see, sur, u'll leave twelve on us, countin you and me. Now, sur, you and four more as is of the red and white colour of wisage must jist get put in irons on each gangway, and t'other seven of us must jist act Yankey as well as we can, and I'll act skipper to the best of my skill, if you'se willing: for a throwing of dust in the eyes of that infarnal frog-eating willain is our only chance o' steering clear of a French prison. What does you say, sur? Shall us try it on?" "Oh, yes," I said, pretty much on the same principle on which the poor boy, on his first trip to sea, replied, when told "to *let go* the jib sheet," "If you please, sir, I is'nt touching of it." For of a verity, Bill's *ruse* was a perfect mystery to my snall ideas. But although I was obtuse enough not to see Bill's artful dodge, the men themselves all saw and jumped at it, and I was denuded of uniform, and a very dirty sailor-boy's suit of tarry jacket and trousers, substituted in no time; my hands and face dirtied in the most approved fashion, and then, "all us smock faced chaps," as master Billy chose to call us, were duly put in irons, and our "Jack nasty face" shipmates, as the aforesaid Bill called *them*, became our captors and enemies, one at each gangway, standing sentry over us. Bill Williams then dived below into the cabin, without saying a word, and in two minutes reappeared with his hair greased, and combed straight down each side of his face, a chaw of tobacco in his cheek, that wholly becalmed one of his eyes, and an old weather beaten cocked hat, and uniform coat of the late Yankee captain's on his person. I hardly recognised him in his new rig, and when he spoke to order the side ladder over, and the hand ropes up, his nasal delivery of speech set all hands into convulsions of laughter, which he checked by observing, "I swear if you doesn't leave off larfin, I'll grind you tue smash," adding in his own voice, "Men, knock off larfin till we're clear of that chap, and mind your weather helms, or you'll larf the wrong side o' the mouths soon!" This was too good advice to be neglected, for the

frigate was close aboard of us, and rounding to; in another minute her boat was lowered, and in ten more alongside, and up sprung on deck a very dark complexioned French lieutenant, who said, in what he evidently thought was first-rate English, "Vat sheep ees dis?" "Uncle Sam, American privateer I guess," says Bill, squirting a teacupfull of tobacco juice over the deck, close to the officer's toes. "Vere ees de papier of dis sheep?" was the next question. "Here they is," says Billy, luging out of his pocket a tin box, with some of the privateer's papers in it. This the lieutenant took and opened, took out a paper and affected to read it, and to our great relief, put it in again, saying "Bon, it ees goot!" Then, seeing us in irons, he exclaimed. "Ha, ha! vous haave de prisoneer, de Engleesman, ce bon, you one brave homme, mais prenez Garde, mon amie, ces coquin la, les Anglaise sont le Diable?" He then went below with long Billy close at his heels, and then came up again with the ship's name, and captain's written out on a piece of paper, and bowing to Bill, walked over the side, saying to the Middy in the boat, with the best possible French unction, "*Ces Americains sont tres braves, mais Mon Dieu! quels sauvages!*"

THE THOUGHT CUTTER.

(With Diagram.)

THIS vessel was built in 1852 by Messrs. Harvey of Wivenhoe, for G. Coope, Esq., and she was rebuilt by Hatcher in 1854. The first record we have of her racing was at the Royal Thames Match on the 3rd of May, 1853, when she entered against the Phantom for a silver ewer value fifty sovs. In this race she was beaten considerably.

On the 16th of June at the Royal London Yacht Club Match she contended against the Phantom and Maud, for a purse of forty sovs., when she acquitted herself better, but not so successfully as to become a winner, she alternately led until nearing the Mucking on the outward bound course, when the Phantom passed her, and ultimately at the winning buoy was 7m. 10s. ahead.

She started in July to attend the regatta at Harwich, but being wind-bound with several other yachts, did not arrive until after the fun was all over.

We next find her at Great Yarmouth, on the 5th and 6th July, when she entered the first day against the Phantom and Maud, the prize fifty sovereigns. Here she showed her sailing qualities to better advantage

as after a race of nearly four hours, she was only beaten by her opponent (Phantom,) by 2m. 19s., and she beat the Maud 8m. 22s. On the next day (6th,) she was again entered against the Phantom for a prize of twenty sovs., when greatly to the credit of Mr. Lane, her owner, he generously waived the use of his topsail, in consequence of the Thought having carried away her topmast on the previous day. After the Phantom had gone twice over the course ahead of her competitor it was discovered the buoy had got adrift—therefore one more round was cheerfully agreed to, when the Phantom won by 4m.

On the 12th of July we find her at Lowestoft, entered against her redoubtable opponent and four others, and she again suffered defeat by Phantom of 11m. 12s., but beat Maud 15m.

At Brighton Regatta, July 23rd, she was entered for the fifty sov. prize given by shipowners, but she did not start.

1854.—On the 22nd of May, the Royal Thames gave a prize of fifty sovs., which Phantom and Thought contested, and after a most exciting race the latter was beat only by 15s.

The Royal London on the 20th of June gave a prize of forty sovs., for the first vessel, and thirty sovs. to the second, when Phantom, Vampire and Thought started, all under a heavy press of canvas as the wind was light, and on the return voyage the Thought unfortunately ran hard and fast on Shoebury Ness, and remained there upwards of 20m., thereby losing all chance of either prize.

The Harwich Regatta was held on the 15th of July, when a prize of fifty guineas was contested for by Phantom, Thought, Marina and Emetic, which was won by the first named vessel by 6m. There was very little wind and the match was very tedious, altho' it excited great interest from the celebrity of at least three vessels.

At Lowestoft Regatta, July 18th, for a plate value thirty sovs., the Thought contended against Phantom, Avalon, and Maud, when after divers mishaps and a severe contest, the Thought kept the lead in each round, and was declared the winner by beating Phantom, the second vessel, 3m. 30s.

At Great Yarmouth Regatta, August 1st, the Thought and Phantom entered for a purse of fifty sovs., the former took the lead at starting and was never headed, in the first round she was 45s. ahead, second round she increased to 2m. 48s., and third and last came in triumphantly a winner by 4m. 5s.

At Great Grimsby on the 3rd of August these celebrated opponents, Phantom and Thought in conjunction with Phoebe, 33 tons, started for a handsome silver cup value sixty guineas. The former had the "race

in hand," to use a sporting phrase, until nearly the finish when she sprung a leak and the Thought took the lead and came in 1m. 15s. ahead, but being measured as 28 tons, whilst her opponent only numbered 25 tons, and it being a time race, the Phantom was awarded the cup, this was a sad disappointment to the crew of the Thought.

The difference in measurement of the Thought at this place and others led to a correspondence between the respective owners, which resulted in angry feelings.

At the Royal Southern Yacht Club Regatta at Southampton, Aug. 9th, Thought started with several others for the Vice-commodore's cup, value fifty sovs., but the want of wind prevented the arrival of the yachts; and the Vesper the only one which did succeed came in on the following morning about six o'clock.

On the 22nd of August at the Royal Belge Regatta the Thought came in 4m. 56s. ahead of the Avalon, but in consequence of the absence of her register the latter received the prize.—A magnificent vase, presented by H.R.H. the Duc de Brabant.

At the Dover Regatta on the 30th of August, the Thought and Kitten sailed for a twenty sov. cup, which being a time race the latter won.

1855.—On the 26th of May, the Royal Thames Yacht Club gave several prizes, one of which for the second class, value fifty sovs., was contested by Phantom and Thought only. In this match the latter showed in several spurts during the race, that the mettle was in her, but still was beat by Phantom by 9m 15s.

She next appeared at Harwich, July 4th, against Glance, Marina, Waterlily, Amazon, and Phantom, when she unfortunately took the ground under Landguard Fort, and consequently came in fifth.

The 24th of July, at Lowestoft regatta, Thought, Avalon and Maud, entered for a prize of 30 sovs. Thought took the lead at starting and came in first in each of the three rounds, in the latter of which she beat Avalon 6m. 10s., and Maud 37m. The weather was boisterous and wind variable with much rain.

August 7th, she entered at the Royal Southern Yacht Club Regatta against the crack Wildfire, for a prize of thirty sovs., which she won by 15m. The next day, Thought, Wildfire, Amazon, and Phantom started for a purse of thirty sovs., when the Thought came in second to Amazon, and being a time race she won by 25s.

On the 17th of August she attended the Boulogne Regatta, and entered against the Amazon and several others, when she unfortunately ran into a calm, and consequently lost all chance.

On the 22nd of August, the Royal Belge Yacht Club gave a prize, value 3000 francs, when *Thought* entered against *Amazon* and *Nymph*, which was won by the *Amazon* by 3m. 26s. ahead of *Thought*, and the latter beat the schooner *Nymph* 28m. 2s.

On the 30th of August she was entered for a thirty sov. prize at Dover, but did not start.

1856.—The *Thought* commenced the season on the 14th of May, at the Royal Thames Matches, by beating the celebrated clipper *Secret* by 4m. 30s. independent of the half-minute per ton for the difference of tonnage. The prize was a beautiful silver epergne for the table, composed of a scroll ornamented with festoons of flowers, with three glasses on the foot for bon-bons, and a centre bowl for flowers, value 50 sovs.

We next met her at Lowestoft on the 22nd of July, where in conjunction with *Glance*, *Phantom*, and *Maud*, she contended for a prize of thirty sovs., but was destined to be bowled over by the two first named vessels.

At the Royal Victoria Regatta, on the 19th of August she entered the lists against the *Extravaganza*, 48 tons, *Hesperius* 51 tons, and *Haidee* 40 tons. Here the little vessel showed to great advantage; at starting she took the lead, and notwithstanding the clouds of canvas carried by her opponents she showed them her stern, and went in a winner amid shouts of applause that might have been heard at Portsmouth! She beat the *Extravaganza* the second vessel, 9m. 45s., *Hesperius*, 37m. 17s. The prize was of the value of fifty sovs.

The *Thought* next entered at Torbay Regatta against the *Glance*, *Phantom*, and *Secret*, when she had to succumb to the two first, but beat the *Secret* 27m.

At the Weymouth Regatta, August 28th, the *Thought* was more successful as she triumphantly beat the *Phantom* and *Wildfire*, winning eighty sovereigns.

At the Dover Regatta, September 2nd, the *Phantom* and *Thought* were adjudged, the former to be 27 tons, and the latter 28 tons, thus giving half a minute time to *Phantom*. It was so near a match that the actual time of *Thought* was, 2h. 20m. 31s., *Phantom* 2h. 20m. 38s. which gave the prize to the latter.

1857.—During the winter of '56-'57 the *Thought* changed owners, Mr. Coope retiring from the yachting world, and Mr. F. O. Marshall, the owner of the *Vestal* taking his place. She commenced her career this season at the Royal Thames Matches, June 2nd, against *Silver Star*, *Glance*, *Phantom*, and *Emmet*, for a prize of the value of forty sovs. In this race she proved victorious beating *Emmet*, 5m. 40s., *Phantom* 8m. 10s., *Glance* 10m. 10s., and *Silver Star* 28m. 40s.

On the 18th of June, the Royal London gave three prizes for first class vessels belonging to the club, viz., 50, 20, and 10 sovs. The Phantom, Thought, and Rose of York entered, Here there was two minutes difference in the measurement in favor of the Phantom. The race throughout was well contested, and it was the general opinion at the time that the Thought would have walked off with the first prize, had she not carried away her bobstay. The difference of arrival including being 3m. 30s. only—the Thought received the twenty sov. prize.

On the 30th of June contended at Harwich, against her old antagonist, the Phantom, for a piece of plate, value sixty sovs., presented to the club by A. Arcedeckne, Esq., the Commodore, the Thought was defeated by 3m.

At the Royal Western (England), August 26th, she started with the Gance, and several others for a prize of eighty sovs., which, after some trifling misunderstanding between the committee and owners, the Gance was declared the winner by 2m. 15s.

At the Torbay Regatta, August 28th, for a prize of forty sovs., she contended against the Gance and was defeated.

At the Weymouth Regatta, Sept. 3rd, she won twenty-five sovs., beating Phantom in every round of the course.

At the Dover Regatta, Sept. 7th, she closed the season by being defeated by Phantom.

1859.—After a long absence from racing, as we have no record of the Thought in 1858, we unexpectedly met her at Lowestoft on the 26th of July, where she defeated Violet (40 tons), and Amazon, winning fifty sovs.

Her next appearance was at Folkestone, August 22nd, when she again triumphed over Amazon, and won a cup, valued at fifty guineas.

1860.—The Royal Thames Match, May 30th, brought the Thought and Phantom into opposition, and the latter won by 1m. 10s.

On the 14th of June, the Thought sailed in a Corinthian Match, against the Kitten and Little Violet, allowing half a minute for difference of tonnage—both of which she beat, winning a silver tea service, value fifty sovs.

On the 13th of June, at the Royal London Matches, she entered with the Audax and Gance, and after an excellent race she arrived 3m. within her allotted time of Audax, consequently winning the silver tankard, value fifty sovs.

At the Royal Southern Regatta, August 3rd, she was the winner of twenty-five sovs., beating Ladybird and Laura.

At the Royal Victoria Regatta, August 7th, she entered against

Cymba and Glance, when after a sharp struggle, she was obliged to yield to superior powers, and received the second prize of ten sovs.

At Weymouth Regatta, August 13th, the rivals Phantom and Thought again met, and had a severe struggle for supremacy, and after nearly a six hours' contest the latter was defeated by 3m.

The last match she was engaged in was August 25th, at Torbay Regatta, when she contested with three vessels much larger than herself, and after contending for three or four hours she retired from the contest.

The varied success of this vessel must in a great measure be attributable to the fact, that she had almost invariably to meet with vessels of greater power; and to acquit herself as she has done must prove her to be no mean adversary to one of the same tonnage. It should be also borne in mind that in her defeats she has generally been well up to her opponents.

The lines from which our diagram is taken are by the late Mr. Philip Marrett ;—who said—"The Thought is a small vessel in proportion to her dimensions, the various centres are placed considerably abaft the middle, except the centre of vertical longitudinal section, which on account of raking stern-post is situated before the middle of the load-water-line."

Diagram.—The ticked lines represent the original vessel, the plain lines as rebuilt.

		ft.	in.
+			
Length between perpendiculars	-	53	0
“ extreme	- - -	57	4
Breadth	- - -	11	3
Height out of water forward	- -	4	8
“ aft	- -	2	7
Mast from outside of stem to foreside of mast	- - - } 16	7	

SEASONS WITH SEA HORSES, OR SPORTING ADVENTURES IN THE NORTHERN SEAS.*

On the 23rd of April,—and as fine a morning as a man need wish, I found myself, Mr. Editor, in company with a certain briny deep Commodore upon the banks of the Itchen Ferry ; and there reposing in peaceful tranquillity upon the bosom of its doubly flowing tide we recognised many an old acquaintance that erstwhile has, and oft again will, carry many a gallant spirit through the exciting race or the adventurous cruise. As a matter of course we first bent our steps to the Yachting Arsenal of good friend Hatcher, the *facile princeps*, the Agathodæmon of the Itchen, and proceeding to his *atelier* so pleasantly overlooking the broad expanse of water, *à son aise*; we went through his charming collection of models, those of the Glance, the Haidee, Don Juan, the Why Not, and many others that have made his name a “household word” amongst yachtsmen, and we talked over the “great expectations” of others in embryo, amongst them a fine model of an 80-tonner, together with an exquisite 12-tonner, that will cause some of the Mosquito fleet to wake up sharp some of these fine June mornings; and the great similarity that exists between Hatcher’s principles of building and those of bluff Wull Fife o’ the Fairlie, struck us most forcibly : his new 80-tonner is like Oithona as a twin sister, perhaps of the two a little finer below ; then we bent our steps to his building slips, and on the beach we saw the able and swift Laura all a-taunto, and looking weather defiant and confident of many a cup to come ; the little Don Juan also ready for the opening of the season, and a splendid little clipper for Joseph R. Bridson, Esq., of Bolton-le-Moors, about to proceed to Lake Windermere, where doubtless the fame of the Itchen ferry clippers will be considerably added to before the autumnal leaf flecks the mirrored surface of the Mere.

The Giraffe had been lengthened at the fore-foot and much improved in appearance ; lying there too were the Miranda yawl, Sappho and Coquette schooners, and on the adjacent slip of Payne, the *alter ego* of the Itchen, were the handsome and able looking Moonbeam, one of young Will Fife’s children, having a lead keel added to her : also a fine able looking cutter of 65 tons—the Lark, having her rig altered to a yawl, others there were too, and conspicuous amongst them was the noble Brilliant, the signal ship of all our Squadrons, higher up lay the little Wildfire, looking as saucy as ever. Then we talked about spars

* By James Lamont, Esq — London:—Hurst and Blackett.

and planking until we became as dry as chips, and it suddenly occurred to us that the sun was a long way over the fore-yard, we accordingly made it so, in some undeniable bitter beer dispensed to us by the excellent hostess of "the Yacht," who claims King Daniel of the Itchen as her superior moiety. Becoming in a studious mood we reflected over the achievements of various Itchen boats; we thought of the glorious little Baltic Pet, and it was with feelings of deep regret we recalled the sad illness of her intrepid and gallant owner, added to which arose the hearty wish that ere these lines pass the ordeal of the "typo's" he may be restored to that health every thorough yachtsman wishes him, and that will enable him many a time and oft to give us other "logs" as brilliant as his adventurous cruise to the Baltic, and that no Russian guns may disturb the equanimity of his canvas.

While reviewing in our mind the various incidents of that eventful cruise of the Rev. Mr. Hughes, we wandered along the beach, and there as the Irishman said, "right forninst us" lay a fine looking schooner; she was painted white and looked like some phantom ship—some wandering spirit of the deep, that was resting in the quiet Itchen, recruiting herself as it were for some more distant flight; there was something so peculiar in her look that involuntarily we exclaimed "surely some tale or legend attacheth to you faire ladie of the deep!" or have you like the needy knife grinder "no story to tell?" We gazed curiously at the daintily carved lady that seemed almost to smile at our question, and we fancied she whispered gently—"Is your memory so treacherous, have you forgotten the Ginevra? "Sea Lions and Unicorns!" we exclaimed, and rushing for the train, where we were nearly smothered with Ayahs and bilious looking babies fresh from Calcutta, hastened upon the wings of steam to obey the golden lady's behest, and speedily found ourselves in the easiest of wooden chairs, an old pea-jacket, and deep in the, "*Seasons with Sea Horses*," by James Lamont, Esq.,—a yachtsman who following the example of Lord Dufferin, hoards not up his adventures upon the deep, but in the shape of a goodly volume, gives us his experience of as novel adventures as perhaps has ever befallen a worthy brother of the sea. Mr. Lamont is no mere writer of a book for the sake of attaching authorship to his other amiable weaknesses; quite the reverse—he is a man of the world—and in somewhat more comprehensive a fashion than many of those who wish periodically to impress the British public with a sense of their importance, and accordingly tickle the British Lion's whiskers with

"A grey goose quill,—

That mighty instrument of little men!"

No, Mr. Lamont is *sin generis*, he writes well, calls things by their proper names, goes straight to the mart at once, plumb centre—like one of his own rifle balls : a goodish bit of life hath Mr. Lamont seen, he seems to have been seeking out the corners of this globe of ours, and whilst searching has gone pretty considerably round it ; gravely and discreetly hath he gone over the track too, calculating, perhaps, like Philip Firman, on his journey through life, that there was something yet left in the way of subject for a book than even the philosophy of astute publishers had hitherto dreamed of. He seems to have been rather fastidious in the choice of his subject too, like a busy bee he has fluttered from field to parterre, o'er hill and through dale seeking the honey cells wherein to dip his quill ; he has done London and travelled in the county of Middlesex ; France and Italy, imparted not the fine frenzy, there was nothing in them for him ; he used up Spain, but bull fights do not seem to have evoked his speciality ; he has had a turn up with Yellow Jack, and the Havana land crabs challenged his investigation in vain ; Broadway and the Bowery exercised no influence upon his imagination, but he seems to have got his first glimpse of his future in type up through Long Island Sound, where the Sea Lions of Martha's vineyard and "Hums's Hull" may have loomed in the distance : Scottish red deer, grouse and shin salmon have experienced his cunning of eye and strength of arm ; scaly crocodiles has he stalked on the sand-banks of the Nile ; Blesbok and Wildebeests on the banks of the fair Limpopo ; and experienced the persuasive powers of the "*vacht um bige*" as he chased the Borele in Southern Africa ; the land of Egypt has not held him captive, nor did the tops of the pyramids afford him the eventful peep into futurity : the Roc's egg he sought for lay not in the cratur of Vesuvius, nor did the pilgrims staff and cockle shell woo his Muse on the top of Mount Calvary : the bubble reputation was within his grasp before the batteries of the Redan and Malakoff, but he whistles it down the wind, until it met him full tilt again on the Coast of Norway, and gave us an addition to the list of distinguished British sportsmen, and a sporting work that will find its way into every library in the land.

We Britishers are essentially a sporting nation, everything connected with manly noble sport is dear to us ; we have had our steeple chase riders, our yachtsmen, our oarsmen, our cricketers, our famous rifle-shots, our hog hunters, tiger hunters, lion hunters, and now we have our Sea Lion hunter—James Lamont.

But we must let Mr. Lamont speak for himself, for like the bull in the china shop, we have been brandishing ourselves about quite awful, and the reader will doubtless wish to stand face to face with the bold

heart and daring hand, with the Arctic hunter who has chased the Sea Horse and the Polar Bear in their ice-bound haunts ;—here he is then good reader:—

“In August 1858, while cruising in my yacht the *Ginevra*, of 142 tons, on the coast of Norway, I was induced, by the accounts I received of reindeer, and other game to be met with in Spitzbergen, to make a trip across from Hammerfest to that country. It being late in the season before we got there, our stay was very short, and our sport limited to killing a few reindeer, seals, and Brent geese, and assisting in the harpooning of one or two walruses, in the boats of a sealing brig, which we fell in with amongst the ice. I however saw enough of Spitzbergen to convince me that wonderful sport, and of a most original description, was to be obtained there by any one who would go at the proper season, with a suitably equipped vessel and proper boats, manned by a crew of men accustomed to the ice and to the pursuit of the walrus and the seal.”

Mr. Lamont with the eye of a keen sportsman seems to have comprehended the situation at a glance: he found that it would not do to batter the *Ginevra*'s hull about amongst the bergs, that she would not be sufficiently handy, and might besides come to grief, and that to chase the walrus properly, a rough strongly built vessel was necessary, so he hired a stout “jagt,” a small sloop without a topmast, a rig very general amongst the Scandinavian coasters, here she is from his pencil.

“The *Anna Lousia* was extremely ugly, clumsy tub of a sloop, about thirty tons British measurement, and was rigged with a particularly ill-fitting mainsail, a staysail, a jib, and a small square topsail. She was high at the bow and the stern, and round in the bottom, and altogether looked as if the intention of her builder had been that she should make as much leeway as possible, and upset at the first opportunity. The latter fate I afterwards learned had very nearly overtaken her the summer before, and her subsequent performances in making leeway, did not at all belie her appearance. She had been engaged in a Spitzbergen trip the previous summer, and looked and smelt as if she had not been cleaned since, as the stench of the putrid walrus oil, in and all over her, was perfectly sickening. Her crew consisted of a “*Skyppar*,” or Captain, two men rated and paid as harpooners and mates, a cook, and eight other seaman; the captain, the two harpooners, and two of the others had been many times at Spitzbergen, and were considered good and experienced hands.”

This then was the tender to the *Ginevra*, that was to bear the brunt and battering to be endured in the icy retreats of the Sea Horse. Here is his description of the walrus hunters:—

“It is a terribly hard and dangerous life these Spitzbergen walrus hunters live, and I observe that they all have a restless weary look about the eyes—a look as if contracted by being perpetually in the presence of danger.

They are a wild, rough, reckless lot of fellows; bold, hardy and enduring of cold, hunger, and fatigue; active and energetic while at sea, and nearly always drunk when at home."

Of the excitement of a walrus hunt Mr. Lamont says:—

"In all my sporting experience, I never saw anything to equal the wild excitement of these hunts. Five pairs of oars pulled with the utmost strength, make the boat seem to fly through the water, while perhaps, a hundred walruses roaring, bellowing, blowing, snorting, and splashing, make an acre of the sea all in a foam before and around her."

Of the perils of this description of hunting the following gives an idea.

"The walrus, a large old bull, charged the boat, and the harpooner as usual received him with his lance full in the chest, but the shaft of the lance broke all to shivers, and the walrus getting inside of it, threw himself on the gunwale of the boat and overset it in an instant; while the men were floundering in the water amongst their oars and tackle, the infuriated animal rushed in amongst them, and selecting the unlucky harpooner, who I fancy had fallen next him, he tore him nearly into two halves with his tusks."

At bear hunting Mr. Lamont was very successful, one of his adventures in this particular branch of sporting will illustrate the many others.

"When the bear came close opposite to the dead seals, he peeped cautiously up over the head of the ice, and then perceiving that they were not live seals, he scrambled out coolly, and began to shake the wet from his shaggy coat like a Newfoundland dog; the instant he concluded this operation I fired and smashed the joint of one of his shoulders. He fell on his face on the ice growling savagely and biting at the wound. According to preconcerted arrangement, I instantly sprang out on the ice and ran towards the bear, while the boat started to meet him in case he should take to the water; while I was running the bear got to his feet, and, at first seemed inclined to fight it out, as he advanced a few steps to meet me, growling most horribly and showing his teeth, but on my approaching a little nearer he seemed to think discretion the better part of valour, for he fairly lost heart and scuffled precipitately into the sea. I then shot him through the brains as he swam away, and the boat coming up immediately, they got a noose round his neck and towed him up to the ice. He was so large and heavy that we had to fix the ice anchor, and drag him up with block-and-tackle, as if he had been a walrus. This was an enormous male bear, and measured upwards of eight feet in length, almost as much in circumference, and four and a half-feet high at the shoulder; his fore-paws were thirty-four inches in circumference, and had very long sharp powerful nails; his hair was beautifully thick, long and white, and hung several inches over his feet. He was in very high condition, and produced nearly 400-lbs. of fat; his skin weighed upwards of 100-lbs., and the entire carcase of the animal cannot have been less than 1200-lbs."

Mr. Lamont relates the following unparalleled sporting feat of Lord David Kennedy, his *compagnon du voyage*.

"On one occasion Lord David Kennedy found a troop of five rein-deer, and obtaining a concealed position within shot of them, he knocked over four of them with a round from his four barrellled rifle; the survivor then stood snuffing his dead companions until Kennedy had time to load one barrel, and to consummate this unparalleled sporting feat by polishing him off likewise."

Between Lord David Kennedy and Mr. Lamont, they killed 204 head of Arctic game: viz:—46 walruses, 88 seals, 8 polar bears, 1 white whale, and 61 rein deer.

This pleasant volume will make a valuable addition to yachting libraries, and we can heartily wish many more sporting adventures to Mr. Lamont, and that he will give us a similar book from his clever pen.

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

A Meeting of this Institution was held on Thursday, the 4th of April, at its house, John Street, Adelphi; Thomas Chapman Esq., F.R.S., Vice President, in the Chair. There were also present Admiral Cator, Captain Sir Edward Perrott, Bart., Admiral Sir Thomas Herbert, K.C.B., V.P., Captain De St. Croix, Alexander Boetefeur, Esq., Admiral Bullock, Colonel Palmer, and Admiral Bethune, C.B. Mr. Lewis, the Secretary, read the minutes of the previous meeting.

A reward of 14*l.* was voted to the crew of the Institution's life boat, stationed at Portmadoc, for putting off on the night of the 6th ult., during a heavy gale of wind, and rescuing after toiling hard all night, seventeen of the crew of the ship Danube, of Belfast, from New Orleans to Liverpool. The ship's masts had been cut away during the awful night, and eight of her crew had abandoned her, and with one exception they all fortunately succeeded in reaching the shore; the poor man who lost his life was drowned in the surf while attempting to land from the boat.

A reward of 12*l.* was also voted to the crew of the Boulmer, Northumberland life boat, belonging to the Institution, for putting off and saving four out of five of the crew of the Hanoverian schooner Hortensia, which during stormy weather, thick with rain, was wrecked on Boulmer Rocks, on the night of the 21st of March. In consequence of the very heavy surf on the shore, it being low water at the time, and the night very dark, much difficulty was experienced in getting the life boat afloat. Three times she was filled with heavy seas, but at last her launching was successfully accomplished. After reaching the wreck, however, the master positively refused to leave it. Shortly afterwards the vessel was shivered to pieces on the rocks, and the

master, who was drunk, perished entirely through his obstinacy ; not, however before the life-boat's crew had made two most daring and determined attempts to save his life.

A reward of 18*l.* was likewise voted to the crew of the life-boat of the Institution at Holyhead, for putting off during the night of the 6th of March, and rescuing during a strong gale of wind the crew of four men of the schooner Elizabeth, of Bridgewater, from their boat. The vessel had driven close to the rocks, on which the heavy sea was breaking in tremendous force. Her crew had tried to escape by their own boat, but had failed from the violence of the wind and sea. They were taken on board the life boat, and safely landed at Holyhead. Early the next morning the schooner's crew, with five of the life boat men, were put again on board the vessel, which had held on, and which was afterwards brought safely into harbour.

Payments amounting to 66*l.* were also made to the crews of the Institution's life boats at Aberdovey, Arklow, Ayr (in Scotland), Barmouth, Padstow, Rhoscolyn, Whitburn, and Yarmouth, either for putting off to ships in replies to signals of distress, or for assembling during stormy weather, so as to be ready for any emergency that might arise.

The silver medal of the Institution was presented to Mr. James Cox, coxswain of the Appledore, Devon life boat, belonging to the Institution, for his general gallant services, in aiding to save a large number of lives from eleven different wrecks.

The silver medal of the Institution was voted to Captain A. Dower and R. A. Barron Esq, and 4*l.* to four other men, for putting off during a heavy gale of wind, in a fishing boat, and saving at great risk of life two out of six of the crew of the brig Susan, of Cork, which was wrecked off Ballinacourty, on the 18th of February last. The crew were seen early in the morning holding on to the rigging, while the seas broke fearfully over the vessel. The nearest life boat of the Institution was ten miles off, and while she was being sent for by express the vessel was seen to break up, and the heart-rending cries of the unfortunate sufferers in the rigging were distressing in the extreme. At this juncture a boat manned by six daring men was launched, and succeeded in rescuing two men, four others having unhappily been washed off the wreck and drowned.

The Institution's silver medal was likewise presented to Mr. Hugh Cooper, chief officer of the coast-guard, and 3*l.* to three other men for putting off in a small boat, and rescuing, at great risk of life, two men from a piece of the wreck of the barque Florence Graham, of Liverpool, which during a heavy gale of wind had been wrecked in Dingle Bay. Twelve of the crew had previously unhappily perished by the capsizing of the ship's long boat in attempting to land.

The silver medal was also presented to Henry Freeman, in testimony of his gallant services in the Whitby life boat, which did not belong to the Institution, on the 9th of February last, when he had gone off in her five times to rescue five shiprecked men.

A reward of 6*l.*, in addition to 10*l.* received locally, was also given to

six men for putting off in a boat and rescuing, at great risk of life, four out of five of the crew of the brig Sir Allan M'Nab, of Maryport, which, during a terrific gale of wind, was wrecked near Courtown, on the coast of Wexford, on the 10th of March. After pulling three miles, and after a most severe and determined struggle, they succeeded in reaching the wreck and taking off the crew in a most exhausted state; one poor fellow died soon after he reached the land.

A reward of 13*l.* 10*s.* was also voted to the crews of two fishing cobles, for putting off and saving the crews, consisting of fifteen men, of the Graces, of Seaham, and Juno, of North Shields, which were wrecked in Robin Hood Bay, during a strong gale of wind, on the 9th of February.

Various other rewards were also voted for saving life from different wrecks. It was reported that the Institution had life boats ready to be sent to Whitby, in Yorkshire, and Irvine, in Scotland, and that a benevolent gentleman had presented 315*l.* to the Society, to enable it to plant an additional life boat on some exposed part of the coast. An additional liberal contribution of 30*l.* to the Institution was announced from the Royal Thames Yacht Club. The committee decided to form a life-boat establishment at Aberystwith, in Wales. Payments amounting to 726*l.* having been made on various life-boat establishments, the proceedings closed.

WELLINGTON YACHT CLUB.

Sailing Gig Match.—A match came off on Saturday, March 30, the following having entered:—Gipsy, O. Lee; Belle, F. G. Barker; Douro, B. Daniel; Emma, J. I. Iles; Dolphin, C. Iles; Mersey, G. H. Oliver; Violet, C. Greaves.

The distance to be sailed was from Battersea Bridge to a boat moored off the river Wandle, twice up and down, and the prize was a silver goblet. Dr. Guest, the Vice-Commodore, was the officer of the day (in the absence of the Commodore, Dr. Diplock, of the South Middlesex Volunteer Rifle Corps, who was at Brighton with his corps), and witnessed the race from a four-oared gig, which the officers of the Ilex Club kindly volunteered to row for him. The conditions were that wash boards should be allowed, and that the boats should cant to the southward, and start with spritsails brailled up, mizen brailled, and foresail down. All but the Violet appeared at their stations, Battersea Bridge, shortly before three o'clock, and prepared for starting on hearing the Vice-Commodore's gun at 3h 14m. 45s. The second gun was fired at 3h 20m. the wind blowing out well from the westward at the time, with a dash of south in it, and the canting of the six boats together was one of the prettiest sights ever witnessed. All but the Dolphin were away well together, but the latter got into an eddy, which somewhat retarded her, and the others had nearly reached Cremorne before she was well out of her difficulty. When she was, however, her owner, an old and experienced

hand at this kind of sailing, soon began to push her ahead, and she gained strongly upon the others until close to the bridge now building beyond the church, where Mr. Iles taking her under one of the arches while the others made for outside the works, saved a considerable distance, and came out ahead of the tiny fleet, which were found to be all together, the Mersey having the best of it, with the Gipsy and Belle in close proximity. The Dolphin sailed very prettily and led them well at the Candle Factory, but it was a very close race among the first four, there only being a little more than four minutes between them when they turned at Wandsworth. The boats continued in the same order home, the Dolphin gaining a little upon the Mersey, and the latter upon the Gipsy, which was having a tight race with the Belle. So they reached Battersea, where the Emma and Douro had tailed off, and were never afterwards taken any account of. The Mersey now began to come up fast with the Dolphin, and some excellent sailing ensued, though without altering the result, the Dolphin ultimately winning by two minutes.

After the match the competitors and a few friends adjourned to the private apartments of Mr. Greaves, the boat builder, where several bottles of champagne were opened, and the cup was presented to Mr. Charles Iles, after which the toast of "The Commodore," &c. were drunk.

MEMORANDA OF CLUB MEETINGS.

Royal Thames Yacht Club.—The monthly was held at the club-house, 7, Albemarle Street, W., on the 3rd of March, 1861, when the Treasurer, Mr. Hutchons, presided, in the absence of the flag-officers; after the confirmation of the previous month's minutes, seventeen gentlemen were elected members.

Letters were read from Mr. R. Lewis, Secretary of the Royal National Life-boat Institution, and from Mr. K. Cook, Secretary to the Seaman's Hospital Society, expressing the thanks of the Committees of those Societies, for the liberal donations from the club and the Stewards of the ball.

In the painful duty of announcing the recent death of Capt. C. Wheeler for many years the respected Treasurer of the R.T.Y.C., it is a consolation to add that the worthy attributes of this respected gentleman and the good esteem of his friends and those who had the pleasure of his acquaintance will long outlive him, though he has gone to that bourne "from whence no traveller returns." The following resolution we need scarcely add, was unanimously agreed to, viz:—"That a letter of condolence be forwarded to the family of the late Capt. C. Wheeler, in token of his many estimable qualities, and in gratitude of his services during the period of twenty-five years he was Treasurer of the club; that the said letter be signed by the officers of the club."

We have also to record with regret the death of two other members of the

club, viz., Messrs. J. Stayner and F. Clarkson. The latter gentleman was well known as a yachtsman, having been the owner of the Nettle, cutter, and other craft.

The club adopted the resolution of the sailing Committee:—viz. That the Schooner match on the 4th July be composed of vessels of 100 tons and upwards, time allowance in accordance with Ackers' scale.

The new Club List has been printed and contains 241 vessels.

The Opening Trip is appointed to take place on Saturday, the 11th of May. Yachts to assemble off the Brunswick Pier, Blackwall, at 2 p.m., join the Commodore, who will hoist his flag on board the "Water Lily," below Woolwich, and thence sail in company to Gravesend. The Dinner will take place at New Falcon Hotel, at 6 o'clock: Tickets (including Wine and Dessert 15s. each) can be obtained by Members of the Secretary, until five p.m. on Thursday the 9th proximo. Each member has the privilege of introducing one friend.

First Match.—Monday, June 3rd. (For cutters and yawls of the first and second classes); open to Royal Clubs. First Class, any tonnage exceeding thirty-five tons; Prize value 100 sovs., and provided four start, a Prize value of fifty sovs. to the second boat. Second Class, exceeding twenty tons and not exceeding thirty-five tons; Prize value fifty sovs., and provided four start, a Prize value twenty sovs. to the second boat. Course, from Erith round the Nore and return to Erith. Half-minute time per ton for difference of tonnage in each class. Entries to close at ten p.m. on Monday, the 27th of May. Vessels will be measured if required, at Gravesend, Saturday, the 1st of June.

Second Match.—Tuesday, 18th of June. For Cutters of the Third and Fourth Classes. Third Class, exceeding twelve and not exceeding twenty tons; Prize value forty sovs., and provided four start, a Prize value fifteen sovs. to the second boat. Fourth Class, seven and not exceeding twelve tons; Prize value thirty sovs., and a prize value ten sovereigns to the second boat, if four start. Half-minute time allowed for difference of tonnage. Course, from Erith to Chapham Head and return. Entries to close at ten p.m. on Tuesday, the 11th of June.

And on the same day for a Prize value of fifty sovs., an extra match, to be sailed by yachts of any rig not exceeding fifty tons, belonging to and that have never won a Prize in the R.Y.C., and which have been built and launched prior to January, 1860. Course, time for tonnage, and last night of entry—the same as for the third and fourth classes: to start ten minutes later.

Fourth Schooner Match.—Thursday, 4th of July. Open to Schooners of 100 tons and upwards, belonging to any Royal Yacht Club; First Prize value 100 sovereigns, and provided four start, a Prize value of fifty sovs. to the second vessel. Course, from Gravesend round the Mouse Light Vessel and return to Greenhithe. Time for tonnage according to Ackers' scale. Entries to close on Thursday, the 27th of June, at 10 p.m.

The requisite Entrance Fee of One Shilling per ton (as per tonnage o.m.

in the yacht list of the current year) will be returned on the vessel competing for the prize.

Vessels entered for any of the above matches must be at Gravesend to be measured at 11 am., on the day prior to each respective match day. Yachts possessing club certificates of measurement, and which have not undergone any subsequent alteration, will not be required to attend.

It is requested that the rig, tonnage, port, and distinguishing flag may be respectively named to the Secretary on or before the last night of entry.

P. C. STUART GRANT, *Secretary*.

Royal London Yacht Club.—The usual meeting of this club was held on Monday, April 15, at the Caledonian Hotel, Adelphi, the Vice-Commodore Mr. Smith, in the chair (in the absence of Mr. Arcedeckne, the Commodore who has left England on a continental tour), faced by Mr. Alexander Crosley, the cup-bearer. The minutes of the previous meeting having been read and confirmed, Mr. F. G. de Ste. Croix, St Heliers, Jersey, yacht *L'Hirondelle*, 10 tons, was elected a member.

The Vice-Commodore then returned thanks for his re-election at the March meeting, thanking the club for the kindness they have ever shown him, and hoping he should always merit their regard and esteem. He hoped there would be a large number present at the opening trip, and stated that his yacht the *Amazon*, was at the service of any gentleman who might wish to sail to Erith.

Mr. Alexander Crosley proposed a vote of thanks to Mr. Wood for his present to the club-room of some maps.—Mr. Rising seconded the motion, which was carried.

Mr. Wood, in returning thanks, stated that he intended to supply the maps as they were issued by the *Despatch* newspaper, and then have the whole bound so as to form a useful Atlas.

The Vice-Commodore proposed that a vote of thanks be passed to Mr. Wilkinson for his present to the club room of a fine painting of the schooner *Alarm*, 248 tons, by Fowles, of Ryde.—Mr. S. F. Oriel seconded the motion, which was carried unanimously.

The Vice-Commodore then submitted rules for the regulation of the new club-room at the Pier Hotel at Erith, and proposed that rules 5, 6, 7, 8, 13 and 14 be struck out of the rules governing the club room at the Caledonian Hotel, and that the others form the code of rules at Erith. The rules struck out had reference to smoking, which it was proposed should not be limited, and to all games of cards, draughts, &c., which it was proposed should not be allowed, the room only to be opened to house members.—Mr. Crosley seconded the motion, which was carried unanimously.

Prince of Wales Yacht Club.—*Presentation of a Service of Plate to Mr. Knibbs*.—After the house dinner of the above club, at the Freemason's Tavern, on Friday, which was very fully attended, a testimonial was presented to Mr. Knibbs.

Mr. Percival Turner, the treasurer of the club, said: "At a meeting of the Prince of Wales Yacht Club some time since, Mr. Knibbs, our well known

Vice-Commodore, tendered his resignation, when, finding that we could no longer induce him to continue his office, it was considered desirable, and indeed only just to our own feelings, that some slight testimonial of our esteem should be presented to him. A subscription was immediately set on foot to effect the object in view, and nobly have members identified themselves with it. I could enlarge much upon the manhood and kindness of our friend, Mr. Knibbs—of the energy and perseverance displayed by him on all occasions since the formation of the club, ten years ago, during the whole of which time he has held the office of Vice-Commodore with great credit to the club, and still greater to himself; and it is with the greatest pleasure that I submit now to his acceptance, in the name of the club, the service of plate before me. It is a source of great gratification to me to be the person selected to present it, and I feel that if much were required of me I might be unequal to the task; but the occasion is a fortunate one for me, as both Mr. Knibb's claims and qualifications speak energetically for themselves. We for so long a period had the benefit of his services, that it was with the greatest regret we accepted his resignation. In return for these services which Mr. Knibbs has rendered this club, all we can do is done in the presentation of this testimonial as a proof of our good feeling. And let me add, Mr. Knibbs, in requesting your acceptance of it, that we wish you long life, the enjoyment of good health, and every happiness with which man can be blessed." Mr. Turner then produced a very handsome silver tea service manufactured by Mr. J. B. Benson, the teapot of which bore the following inscription:—"Presented by the members of the Prince of Wales Yacht Club to Edwin G. Knibbs, Esq. as a mark of esteem, and appreciation of valuable services for ten years as their Vice-Commodore.—1861."

Mr. Knibbs said: "I certainly feel in a most difficult position. I know not how to thank you. During the time I have had the honour of being your Vice-Commodore, and it was a honour and a pleasure too, I have been amply repaid for any little thing that I have done for the club by the good-will, courtesy, and attention I have ever received from the members. I have always met with a great deal of kindness from every one, and have had occasion to remark it before. While I possess health and strength I hope I may have the pleasure of meeting you, and of doing anything in my power to promote the welfare of the club. I shall not prize this handsome gift before me for its intrinsic value, I shall prize it more dearly for the old associations and pleasing memory of the past it will bring back. I hope the club will progress and be one of the bright lustres of yachting for time immemorial. Bear with me a little longer; I would thank you more if I could express what I feel but I cannot. I can only return my most hearty thanks; they are sincere. May you long live to enjoy one another's society. I again thank you from the bottom of my heart."

Shortly after this the ordinary club meeting was held, presided over by the Commodore. After the reading and confirmation of the minutes, the following gentlemen were elected members—viz. Messrs. F. Walbancke, A. Davis, B. Holden, A. A. Casamajor, and J. D. Hewitt, yacht Oberon, 23 tons. The Chairman then proposed that the first match should take

place on Tuesday, May 21st, which was agreed to, the entries to close on Thursday, the 16th. A discussion arose upon the question of whether members would be compelled on this occasion to pay for their tickets of admission on board the Oread steamer, engaged to accompany the race, but as a very liberal offer was made by Mr. Dodds, who afterwards stated his intention of giving a cup to be sailed for, it was determined that members should, as usual, be admitted free of charge: the following being appointed stewards for the steamboat—viz. the officers of the club, and Messrs. Burton, Knibbs, Legg, Massingham, and Webber.

Ranelagh Yacht Club.—The Monthly Meeting was held on April 10th, at the Club-house, Swan Tavern, Battersea, Commodore Talfourd, presiding, after the confirmation of the previous meeting, the Secretary read the following letter which he had received from the Vice-Commodore:—

“ *March 11th, 1861.*

“ My dear Sir—It is with much regret that I feel myself compelled to resign the office of Vice-Commodore of the Ranelagh Yacht Club, but I find my business engagements will prevent me for some time to come from efficiently discharging my duties. When I first took office, and on several occasions since, I said that if at any time I felt I could not fulfill my duties as I would wish, I should at once resign, and I feel at the present moment that I cannot, in justice to the club and to myself, continue to hold an office which has hitherto been to me an honour and a pleasure. Will you kindly convey to the club my best thanks for the confidence they have so frequently shown me, and the good feeling I have received at their hands, and assure them that I am always ready, as far as I am able, to further the interests and promote the welfare of an Institution with which I have been so long connected.

“ Your's faithfully,

“ *WILLIAM ROE,*”

To A. Iago, Esq.

The resignation was accepted, and the Secretary requested to convey to Mr. Roe, the club's regret that his engagements prevented him continuing in office.

Mr. Roe in a second letter offered the club a silver cup to be sailed for as the sailing Committee should determine.

The time for the first sailing match was then discussed, and it was ultimately arranged to take place on Saturday, May 25th, the entries to close on the 15th.

The Commodore proposed on behalf of the sailing committee, that yachts should sail in one class only, and not in two classes as last year; that if three yachts should start, a prize of twelve guineas should be given to the first boat, and the late Vice-Commodore's (Mr. Roe's) prize to the second; no prize to be given if less than three start. The subject of the prizes he said had received full consideration at the hands of the committee, who had come to the conclusion that yachts could not sail in two separate classes this year. The reasons why they could not were these: Firstly, the funds of the club were not in such a flourishing condition as to warrant the committee

in giving prizes to two distinct classes of boats, and it had been thought that centre-boards might fix their keels on this occasion, and sail as ordinary yachts. Secondly, the volunteer movement had much to do with the decision of the committee. There was no doubt that this movement kept men from paying that attention to other pursuits which they had done previous to its establishment, and that those who had been celebrated for attending assiduously to yachting, were now, on the contrary, known as being most attentive to their drill. He did not for one instant wish to be understood that he said anything in disparagement of the movement, because he thought it a very laudable one, but there was no doubt the club would not find that large attendance of boats which had once characterised their matches, nor that attention to yachting which they had hitherto seen; the attention nautical had become the attention military; and the committee had therefore, thinking it improbable that they could get a match with each class, recommended that the two descriptions of boats should sail in one class in order to have a good match, and that both should be on equal terms; he therefore proposed that such should be the case.—Mr. Lister seconded.

After some discussion the motion was agreed to, with this proviso, "that the centre-board boats have their keels fixed during the match."

Mr. Keen, the late Commodore, announced to the meeting that he was authorised by Mr. Reynolds, an old member of the club, to offer a prize of ten guineas to be sailed for as the committee may direct. A vote of thanks was passed to that gentleman.

Mr. Reynolds, in reply, dwelt upon the volunteer movement, which he did not depreciate, as it tended to increase the grace of England, but he looked rather upon the navy as her greatest bulwark, and thought the yachting community a portion of that navy. He had been a member of the club ever since 1855, and while it lay in his power would always support the institutions of this country, yachting having the pre-eminence; and he hoped good fellowship and friendship would always characterise the proceedings of the club. He was sorry to hear the Commodore say that the club was not progressing as well as it might. He saw gentlemen round him who he thought might do as much as he offered to do, and he was very happy to present them with a cup, leaving the arrangements to the committee. His only object in coming there was to contribute to the harmony of the proceedings, and he hoped the affairs of the club might ever go on prosperously and harmoniously.

The secretary having announced that a steamboat would accompany the first match, the following were appointed stewards for the occasion, viz, the officers, and Messrs. Boggett, Becker, Farmer, Guillaume, Harris, Keen, Lister, A. H. Morgan, Marshall, B. Moore, Oriel, Royston, Reynolds, and T. Talfourd. This closed the business of the evening.

Royal Northern Yacht Club.—At the half-yearly general meeting, the following gentlemen were elected to office for the ensuing year:—The Right Hon. Earl of Eglington, Commodore; James Smith, Esq., Vice-Commodore; the Hon. G. F. Boyle, Rear-Commodore. Stewards.—Messrs. D. Richardson,

G. Lumsden, W. Houldsworth, C. T. Couper, Jun., A. A. Ranken, J. C. Buchanan, J. Scott, R. Aitken, and Capt. C. F. Stewart.

The accounts of the past year were laid before the meeting, which showed the club to be very prosperous. A considerable addition to the number of members had been made to the club.

It was resolved that the regatta for this year should take place at Dunoon, on the 9th and 10th of July next.—On the first day a cup of the value of 100 sovs. for all yachts of thirty tons and upwards, and cups of thirty sovs. and ten sovs. for those under thirty tons.—On the second day a cup of fifty sovs. for cutters, besides smaller prizes.

From the number of yachts building and altering for the club there is every appearance of a most successful season, and the members entertain great expectations of a large number of the English and Irish Yachts attending the regatta.

Royal St. George's Yacht Club.—A deputation of the Royal St. George's Club, consisting of the Hon. G. Handcock, Rev. E. Westby, R. J. Armstrong, and E. Hornsby, having had an interview with the Right Hon. the Lord Mayor, and the committee of the Boyd testimonial in Dublin, the following resolution was come to by the latter body: "Resolved, that the Royal St. George's Yacht Club having undertaken to appropriate the sum of £100 towards erecting a memorial as near as possible to the spot where the catastrophe occurred, and thus leave the £100 which the committee had intended to apply to that object available to the establishing an asylum, this committee accept their offer." The club have determined that the testimonial to the memory of that brave and good officer, Captain Boyd, shall fully express the high sense entertained by them of the qualities that adorned the distinguished deceased, and endeared him to all who knew him, and as a memento that British seamen are always foremost when the calls of duty and humanity require them despite of danger or of death. The sum of £160 has now been subscribed by the members with this object, and further contributions are forthcoming. The committee have advertised for a suitable design for the testimonial, to be placed on the eastern pier at Kingstown, as near as possible to the spot where the noble hearted seaman and his brave crew perished in their attempt to rescue their fellow creatures. The proceedings of the club are carried on with the usual energy and ability. Numerous new vessels are being added this season to the list of the fleet of yachts.

Royal Welsh Yacht Club.—The usual monthly meeting of this club was held at the club house, Carnarvon, on the 17th ult., Rear-Commodore Llewellyn Turner presiding. Several new members were elected. The Rear-Commodore proposed, and Mr. Churchill seconded the nomination of Mr. M. Kellar, the High Sheriff of Carnarvan, to be ballotted for at the next monthly meeting.

Immediately upon the receipt of a letter announcing the melancholy intelligence of the death of Mr. Thomas Littledale, Commodore of the Royal Mersey Yacht Club, who was also one of the oldest members of the Royal

Welsh Yacht Club, the club-house colours were lowered half-mast, and remained so until the day of his funeral, on which day eleven minute guns were fired from the club-house battery, and a deep and sincere regret pervaded the members of the club upon the mournful occasion.

A numerously attended meeting of seamen was held at Carnarvon, in connection with the Sailors' Institute, under the presidency of Major Llewellyn Turner, R.C., R.W.Y.C. There were about 600 persons present, who were addressed by Captain Inglefield, commanding H.M.S. *Majestic*, 80 guns, and several other officers and gentlemen. In addressing the meeting, Major Turner (who had just returned from the funeral of Commodore Littledale,) thus feelingly alluded to the melancholy event:—"And here let me pause to pay a just tribute to the memory of an old and deeply-regretted friend, whose presence at this nautical gathering I had hoped for; but, alas! the post of the very day on which I should have written to him (as I wrote to my friend Captain Inglefield) on the subject brought me a letter announcing the death of my lamented friend and brother Commodore Littledale. We have welcomed him amongst us gladly for the last 16 years, but we shall do so no more. I this day saw that manly form committed to the silence of the tomb, but his memory shall live amongst us who have enjoyed his friendship, and admired his genial spirit, and the good qualities that endeared him to all who knew him." We have to add our mite to the sentiments of regret expressed by Major Turner. No man was ever more sincerely esteemed by a numerous circle of friends than Commodore Littledale, and his death will leave a void amongst the ranks of thorough yachtsmen that can never be filled up. He was a fine, noble, generous hearted British gentleman.

Royal Canadian Yacht Club.—The annual general meeting of this club was held on Monday, the 4th of March, for the purpose of electing the officers for the ensuing year, and other general business. A resolution expressive of the satisfaction of the assembled members at the untiring energy and perseverance of the gentlemen who held office during the season of 1860 was passed unanimously, and a proposition that they should all be re-elected to office was seconded and passed by acclamation. The following therefore is the list of officers for 1861:—Commodore, Lieut.-Colonel Durie, Toronto. Vice-Commodore, J. S. Wallace, Esq., Cobourg. Captain, J. T. Robertson, Esq. Toronto. Secretary, William Armstrong, Esq., Toronto. Treasurer, John Cayley, Esq., Toronto. Secretary (East), A. J. Cambie, Esq., Quebec. The exertions of Commodore Durie and his brother officers during the visit of His Royal Highness the Prince of Wales to Toronto, the value of which was evinced by the complete success that attended the regatta of the club, held in celebration of that auspicious occasion, and of which His Royal Highness was graciously pleased to express his approval by becoming a patron of the club, were acknowledged by the meeting in terms that showed how highly they were appreciated, and the improvement in the position of the club, indicated by its gradual increase and growing importance, elicited marked approbation.

There can be little doubt that under the present able and energetic

management a brilliant future is in store for it, and the amount of aquatic sport and social intercourse enjoyed by its members testifies the spirit that actuates those who control its operations. The valuable services rendered by the Hon. Secretary, William Armstrong, Esq., to which no inconsiderable amount of the success that has attended the club is due, met with a warm expression of feeling, and we have much pleasure in adding our mite to the worth of an old friend, by expressing our acknowledgments of the ready courtesy and able manner in which he has enabled us from time to time to record the progress of yachting in Canada. A general assembling of the fleet of the club is expected on the 24th of May, when it is anticipated that a handicap sweepstake will commence the season on Lake Ontario. Commodore Durie is having his sloop, the *Water Lily*, altered to cutter rig. J. S. Wallace, Esq., Vice-Commodore, is getting his vessel, the *Arrow*, into commission, and Mr. Nimmo is having a centre-board craft built at New York, which it is expected will turn out a clipper; her dimensions are forty-six feet length, sixteen feet beam, and four feet draught. Some stirring contests are probable over the waters to Ontario during the season, and the yachtsmen of the lake are making an early movement.

Royal Mersey Yacht Club.—On the 9th ult, a special meeting was convened at the club-rooms, for the purpose of taking into consideration the appointment of a Commodore—that office being vacant by the sudden death of the lamented Thomas Littledale, Esq., who presided over this club for upwards of twelve years, with untiring energy to promote its prosperity. His kindness and amiability rendering the hours passed in his company a source of pleasure and congeniality. In looking round for a successor, the choice fell on S. R. Graves, Esq., the chief magistrate, whose position, and long acquaintance in nautical affairs guarantee the fact that the club will not retrograde under his guidance. He has able officers to aid him, and as an earnest of his intention to promote yachting, we can state—that Fife is completing for him, a new schooner of 60 tons, to be called the *Ierene*.

Before the meeting separated, a letter of condolence to Mrs. Littledale was agreed upon, and has been duly forwarded.

GARIBALDI A YACHTSMAN.

THE opening dinner of the Prince of Wales' Yacht Club took place on the 28th of March, when a numerous party attended, the worthy Commodore presiding.—After the usual loyal toasts, Mr. Adam, the Vice-Commodore, proposed in an excellent speech, that General Garibaldi should be admitted as an Honorary Member to the Club, an intimate friend of that distinguished patriot being then present. The proposition was acceded to with acclamation, and the gentleman alluded to, Captain De Rohan, thanked them very sincerely for their kindness, and would endeavour to show them why he had become a Garibaldian.

"In the first place Garibaldi was a seafaring man, as he himself had been for twenty-nine years, and he first went to sea on board of one of Green's vessels in 1831. Since that time he had been in all manner of adventures, and some years ago lighted upon Giuseppe Garibaldi near Monte Video. He knew his man by the eye, for it had been truly said the eye was the window of the soul; he judged him to be a good man, and he was not mistaken, and stood by him ever since, as far as brains and bones would let him. Garibaldi was a very plain man, a very simple man in exterior, and a very poor speaker, like himself, and if he were there would simply content himself, by saying, "Gentlemen, I thank you with all my heart." But while he was plain and simple he was kind and true [hear, hear.] True in his friendship, true in his dislikes, a working man. As they all knew, he had been a political exile ever since 1834; and what first drew him (Captain de Rohan) to him was his sincerity, a trait which must make itself apparent in the actions of every man, a trait which could not be disguised, and the absence of which must sooner or later be discovered. If a man's actions were found to be inconsistent with his words he was 'thrown overboard;' but, on the other hand, if a man's deeds were found to correspond exactly with his professions, that man immediately became one's friend: a friend by whom one would stand. He assured them Garibaldi would feel an honour had been done him in being elected a member of that club, a member of a body of gentlemen representing everything that was English—what was most English—for was not England mistress of the seas? [cheers] Yes, and she must ever bear that title. She had never sullied her fair fame; and though there were other nations who might think differently, let England, produce her acts, and let her be judged by them."

OXFORD AND CAMBRIDGE EIGHT-OARED RACE.

THIS great national event came off on Saturday, March 23rd, over the old course—Putney to Mortlake. The crews had been in active training, and came to the scratch with a determination to uphold the honour of their respective universities.

The weatherwise had prognosticated that as it had blown so strong and so long it never could last, and that the March, according to the shepherd's adage, which had come in like a lion would go out like a lamb; and although this hope was not entirely fulfilled, yet the wind, which blew from S.W., was more moderate, and the morning was fine. The tides having been kept down by the prevalence of north-westerly winds compelled an earlier Start than had been anticipated, and accordingly, at a little before eleven, Mr. Edward Searle, as starter, was at his post in a boat, between the contending parties, who were loudly cheered by their friends as they moved down from their respective boat yards. Mr. J. W. Chitty, of Exeter College, Oxford, again filled the important office of umpire.

The river banks and every place whence a view might be obtained were as densely thronged as usual, and the steamers, of which there were thirteen, were crowded with the anxious friends of either party. Cambridge having won the toss, took the Middlesex shore, and, all being in readiness, Mr. Searle pronounced the fatal "Off," and both boats shot away from their holders with the rapidity of lightning. Oxford was slightly quickest at getting their oars into the water, and, consequently, their bows shot a few feet ahead at the very first. Cambridge, however, after a few strokes recovered this, and Mr. Hall putting on a spurt of 42 in the minute, their boat began to shoot rapidly ahead, and off the Star and Garter they were leading full half their length; but it was evident that such fast rowing was not likely to last long, and this was soon made apparent by Oxford beginning to regain their loss, and off the London Rowing Club Boat House they were again level, and before the race had proceeded much further they obtained the lead, and went gradually but surely to the front. It was here that the Oxford boat was much inconvenienced by the surf of Citizen D steamer, but they struggled most valiantly with the difficulty, and came bravely through a trouble, which, in many a race, might greatly have endangered the lead. Loud were the imprecations raised by both Oxford and Cambridge men, but it was the general position of all the steamboats, at the moment clustered together, and unable to steer away, that was to blame. Otherwise they were well managed, and we know that the captains had the strictest orders to keep clear from the superintendents, Messrs. Sawyer and Burney. As long as so large a number are allowed to run, the match must be exposed to accident.

Both boats were rowing very well at this time—would that we could say as much for the steering, which in the Cambridge boat at least was the worst exhibition we ever saw in a University match. In the straight part of the river off the Crab Tree the course was kept tolerably well, but the remainder was the most erratic we ever saw. On nearing Hammersmith Bridge Oxford fell into their true and excellent form of rowing, which had been so much admired during the past week of practice, and increasing the distance upon their adversaries, they shot under it in 8m. 45s. from the start, being several lengths ahead. Not much change took place in the respective positions of the boats afterwards. Cambridge at times seeming a little to improve their position by the splendid spurts put on by Mr. Hall, and so gallantly rowed by his men. In Corney Reach, the steerer of the Oxford boat had an opportunity of displaying his judgment and decision in taking his boat ahead of a sailing barge, of which he took advantage; and, indeed, throughout all his course his steering was generally approved. Barnes Railway Bridge was reached by Oxford in 19m. 43s., and they rowed past the flag-boat at Mortlake, amidst the deafening cheers of the countless myriads there assembled, in 23m. 27s. from the time of starting. Cambridge was 48s. behind, or thirty strokes. Without disparagement to the rest, we may safely single out Messrs. Robertson, Morrison, and Hoare in the Oxford boat, and Messrs. Richards, Collings, and Fitzgerald, in that of the Cambridge, for especial praise; and, perhaps, it should be known that Mr. Collings was

far from well, though it was admirably concealed by the smile on his face, and the great pluck of his rowing. It is sufficient to say that Mr. Hall was as good as ever.

After the race Mr. Phillips of the Cedars, Mortlake, dispensed his usual hospitality; and in the evening both crews dined, by invitation, with the Thames Subscription Club, at Willis's Rooms, the Hon. G. Denman, Q.C., M.P., in the chair.—*Bell's Life*.

REGATTAS AND MATCHES.

- May** 21.—Prince of Wales Yacht Club Match—Last night of entry, May 16th.
 25.—Ranelagh Yacht Club Match, above bridge. Entries close, May 15th.
 27.—Wellington Yacht Club gig match.
- June** 1.—Royal London Yacht Club Sailing Matches for 3rd class, and yachts under six tons. Erith to Coal-house Point and back to Greenwich. Entries close May 24th.
 3.—Royal Thames Yacht Club Matches for 1st and 2nd classes, Erith to the Nore and back. Entries close May 27th.
 6.—Norfolk and Suffolk Yacht Club Match at Cantley.
 18.—Royal Thames Yacht Club Matches for 3rd and 4th classes, and an Extra Match for cutters under 50 tons which have never won a prize in the R.T.Y.C. Erith to the Chapman and back. Entries close on the 11th.
 27.—Queenstown Yacht Club Regatta.
 29.—Birkenhead Model Yacht Club regatta.
- July** 3.—Royal London Yacht Club Sailing Matches for 1st and 2nd classes; 1st class Erith to the Nore and back, 2nd class to Southend and back. Entries close June 28
 4.—Royal Thames Yacht Club Schooner Match.
 4, 5.—Royal Mersey Yacht Club regatta.
 9.—Windermere Yacht Club Match for Challenge Cup.
 9, 10.—Royal Northern Yacht Club regatta at Dunoon.
 11.—Norfolk and Suffolk Yacht Club Match at Wroxham.
 11.—Windermere Yacht Club Match for Club Cup.
 16, 17.—Royal Irish Yacht Club regatta at Kingstown.
 23, 24.—Royal Cork Yacht Club regatta at Queenstown.
 30.—Windermere Yacht Club Match for Amateur Cup. This cup is to be sailed in heats, the winning boat to win twice, but not consecutively. No professional sailors are admitted in this race.
- Aug.** 6.—Royal Southern Yacht Club Regatta.
 8.—Norfolk and Suffolk Yacht Club regatta at Oulton.
 13.—Royal Victoria Yacht Club regatta commences at Ryde.

NOTICE TO CORRESPONDENTS.

We have received a pamphlet on the "Officership of the Navy," will the sender thereof oblige with his address, for our *private* information.

All communications must be addressed to the Editor, 6, New Church St. N.W

HUNT'S YACHTING MAGAZINE.

JUNE, 1861.

YACHTS AND YACHTING.*

BEING A DESCRIPTION OF THE BUILDING, MASTING, RIGGING, SAILING AND
GENERAL MANAGEMENT OF YACHTS.

CHAPTER XIX.

By the selection of a stick for a mast that requires little more than the bark to be removed to suit the specified dimensions, we get what is called a "self-coated" stick, and by strict attention to the concluding remarks in Chapter xviii, a superior spar may be depended upon, in some spars the layers of wood are deposited during growth in a spiral fashion, these are known in some localities under the name of "twisted sticks;" it is however the natural form of the tree, and imparts additional strength; I have seen some of these "twisted sticks" as they are called, which it was almost impossible to carry away, their toughness, elasticity and strength are wonderful, they are rather scarce, but when obtainable are well worthy the yachtsman's attention. In contradistinction to the self-coated spar is the "Balk" spar; this is the balk or beam of squared timber which may be ordinarily seen in our timber yards, ready for cutting into planking, posts, rafters, &c. Such of these balks as are of close grown texture, evenly coated, and averagingly free of knots, are picked out for making spars with; but they rarely turn out such good sticks as the self coated spars, owing to the reduction of the best of the timber

* Continued from page 196.

in order to convert them to the required size; if these barks were *eight* instead of four squared, they would turn out more advantageous for spars, or indeed for any use; all that is requisite is to get rid of the sap, as the very best timber lies next the sap, but in squaring these barks much valuable timber is cut away; the four angular points of the bark representing the contact with the sap, a glance at a beam of this timber will at once shew what a quantity of valuable surface has been cut away to make it square; and then to construct a spar from this square of timber, the corners have to be removed, or in fact the portion of the best timber left after squaring it; whereas were these barks more generally prepared eight squared, the sap would be efficiently removed, the best timber preserved, and the bark more easily convertible into a serviceable spar.

Of the various descriptions of pine that grow, four are in general used for making spars;—the Pitch pine, the Red, the Yellow, and the White. The Pitch pine makes a good spar, but its great weight is against it, and although with some it is a favourite spar, I think it is much over-rated; the Red pine is *par-excellence* the favourite for masts amongst yachtsmen; but the Yellow and White make very fine sticks. Of the specific gravities of these timbers and other properties, &c., I will here introduce some information that may prove useful to yachtsmen.

From the experiments made by Mr. James Jarvis of Virginia, Inspector and Measurer of timber for the American Government, we derive the following:—The specific gravity of fresh Yellow pine felled about ten days.

In the square:—Cut in March,	·581	=	36lbs.	5oz.
Cut in April,	·683	=	42	11
In the round:—Cut in September	·828	=	51	12
Cut in July	·751	=	46	15

These are the maximum and minimum weights for 12 months, and the excess of the timber weighed in the round to that weighed in the square, is accounted for by the quantity of turpentine contained in the sap. The average specific gravity for one year is stated by Mr. Jarvis to be:—Square Yellow pine = ·637 = 39lbs. 13oz.

Round do. = ·781 = 48 13

Dry seasoned timber he averages as follows:—

Pitch pine of Virginia	- -	·680 = 42lbs 8oz.
Common yellow pine, Virginia		·536 = 33 8
White Pine, Susquehanna		·418 = 26 2
Long leaf yellow pine of Wilmington, N. C.		·610 = 38 2

Tredgold gives us the following data.

Fir—red or yellow. Specific gravity 0.557: weight of a cubic foot 34.8lbs.; weight of a bar 1 foot long, and 1 inch square 0.242lbs.; will bear on a square inch without permanent alteration, 4290 lbs. = 2 tons nearly, and extension in length of $\frac{1}{8}$; weight of modulus of elasticity for a base of an inch square, 2,016,000lbs; height of modulus of elasticity, 8,330,000 feet; modulus of resilience, 9.13; specific resilience 16.4. Compared with cast iron as unity, its strength is 0.3; its extensibility, 2.6, and its stiffness, 0.1154.

Fir, white—Specific gravity, 0.47; weight of a cubic foot, 29.3lbs; weight of a bar 1 foot long, and 1 inch square, 0.204lbs.; will bear on a square inch without permanent alteration, 3630lbs, and an extension in length of $\frac{1}{8}$; weight of modulus of elasticity for a base of an inch square 1,830,000 lbs.; height of modulus of elasticity 8.970,000 feet; modulus of resilience, 7.2; specific resilience, 15.3.

Compared with cast iron as unity, its strength is 0.23; its extensibility 2.4; and its stiffness, 0.1.

Gutch gives us the specific gravity of a cubic foot in lbs, thus:—
Yellow Fir, 41.1 White do. 35.6

Templeton in his Practical Mechanics states under the head of “properties of bodies”

Names.	Specific gravity— Water being 1,000.	Average weight of a cubic foot in lbs	Cubic feet in a ton.	Ultimate cohesive strength of an inch square prism in lbs	Comparative.		
					Stiffness.	Strength.	Resilience.
Riga Fir.....	753	47	48	9540	98	80	64
Memel do.	546	34	66	9540	114	80	56
Scotch do.	528	33	68	7110	55	60	65
Christ. white deal.....	590	37	60	12346	104	104	104
American whitespruce...	551	34	66	10296	72	86	102
Yellow Pine..	461	28	80	11853	95	99	103
Pitch Pine.	660	41	54½	9796	73	82	92
Larch.....	530	31	72	12240	79	103	134

The proportions and the fitting of the topmasts of both cutters and schooners, is a branch of our subject to which I would beg most

earnestly to draw the attention of yachtsmen : the topmast of a cutter should be a nice tidy spar, and the shorter the better ; the same may be said of schooner's topmasts; very often long swaggering topmasts are seen, and the gaff-topsail obtained thereby is considered a triumph of science and art ; I wish such successful artists every joy of their triumph, and were I about to sail a match against my bitterest enemy I would not wish him worse than such a description of topmast.

The generality of our racing or cruising yachtsmen do not pay one tenth of the attention requisite to the proportions and fitting of this most important spar, it should be, as I have said before, as snug as possible, and be fitted to work so that it can be housed or got on end as easily as winding a watch ; the great body of a gaff topsail should be got by a high peak, and not by a square head, and a high peaked gaff-topsail is the only one that will ever be found to stand properly on a wind. When a vessel is close hauled the boom forms one angle with her keel, the gaff another, and the gaff-topsail yard a third; and if mainsail and gaff-topsail are square headed, the latter is in nine cases out of ten, perfectly useless on a wind : with a short neat topmast the peaked gaff-topsail can be got to perfection, and then if circumstances compel the carrying of the top-mast on end when the gaff-topsail is struck, there is not half the wind-draught or weight aloft to be carried ; but the topmast should be so fitted that, if the topsail is struck if only for ten minutes, it should be housed with the greatest ease, working in the masthead cap and lower cap as easy as the piston of a steam engine ; to effectually secure this it should be most accurately fitted to work true in the iron cap at the mast head, and also in the lower cap ; the sheave in the mainmast-head for the top-rope should be of sufficient diameter and work smoothly and with the slightest effort, and the top-rope itself should be fitted in the score of main and top-masts, so that not a chance of its jamming should occur ; besides these great care should be taken that the eye of the collar of the fore-stay is made sufficiently long to obviate the likelihood of the heel of the top-mast jamming in it, whilst in the act of being housed.

No topmast should ever be kept standing a moment at sea, when not required to set a topsail, except a vessel be running before the wind, and that the breeze is expected to moderate and enable her to set lofty canvas ; any experienced cutter sailer knows well what an immense relief it is to a vessel, to get her topmast and cross-trees

down on deck in heavy weather ; none but those who have witnessed the effect produced can possibly have the slightest idea of it. I have seen a vessel labouring heavily, and wetting all hands fore and aft, and the simple act of getting her topmast and cross-trees down on deck made all the difference ; she went along as fast again, as buoyant as a bottle, and dry as a western hooker. Many and many is the fine race I have seen lost through neglect of this precaution ; the moment a gaff-topsail begins to shake when a vessel is on a taut-bowline, it is worse than useless, for it then becomes injurious and shakes a vessel down to her very keelson ; and yet how often is a shaky topsail carried racing and cruising, owing to the fact calling forth the remark " It will take so long to get it down, and the topmast is so stiff, it wont house easily, so we may as well leave the topsail up until we get the wind free again ! "

Such a state of things should not be permitted to exist in a properly found and properly sailed vessel ; a topmast should be used just the same as the gaff-topsails ; to go up or down exactly as the moment or circumstances may require it ; nothing can be more lubberly and unseamanlike than a great swaggering spar aloft when there is no earthly use for it ; and when there is no use for it it becomes a hindrance to progress and an injury to speed, and should be therefore housed or struck at once.

Apropos of the high peaked gaff-topsails, there is a plan which has existed amongst fishermen for some time, and lately has much obtained amongst yachts ; it was I believe first introduced in the Thames by T. Groves, Esq., one of the founders of the Royal Thames Yacht Club : it is that of a light rope used as a gaff-topsail-peak-halliard ; this line is bent on well up on the yard, and led through a sheave or small tail-block at the topmast head, and from thence down on deck : this peaks the yard up well and relieves the strain on the topsail tack, making the sail to set beautifully : if to this be added a bowline, a topsail can be set like a card by the wind ; the bowline bridle should be a span having its legs spliced into the bolt rope on the thirds of the luff of the gaff-topsail ; then when the bowline is bent the running part should be led through a small tail block lashed at the bowsprit end, and the fall taken in forward ; the bowline must be bent after the topsail is set ; with these adjuncts to the present method, a very indifferently cut topsail may be made to set astonishingly effective, and a well cut one to the acme of perfection.

With respect to the length and substance of the bowsprit of a cutter, it altogether depends upon her shape and the draught of water forward ; but whatever it be, it should be fitted to work as easily as the topmast, so that it can be reefed to each change of jib, or shoved out again ; if the topmast when housed relieves a vessel, how much more will the bowsprit ; this also is a point upon which much remissness exists, not only in fitting the spar at the first going off, but very frequently oftener in working it at sea ; men seem to have an idea that once a topmast and a bowsprit is put into a cutter, there they are to stay, fair weather or foul, before the wind, or working into the wind's eye ; now these two spars should be shifted, and fitted so as to be capable of being so shifted, as often as the sails that are set upon them ; fore-mast Jacks always complain of the trouble attending the doing and undoing of such little jobs ; they are generally too obtuse to observe any benefit resulting therefrom, and if the sails are taken in, shifted, or set, that is all they bother their heads about : they never think of the immense leverage exercised by a heavy bowsprit run all the way out in a heavy sea, how it takes a vessels head down and pins it there, until the weight of the sea on one end and the lively struggle of the vessel for relief at the other, sends it flying out of her altogether.

In fitting a bowsprit the gammon iron should be made full large for it, it should work more from the fid at the bitts than from the stem head ; it is an excellent plan to have it fitted with a square heel to work loosely but accurately between the bitts ; there should be a large Lignum Vitæ roller in the top of the bitts, on a stout transverse pin ; along the top of the heel of the bowsprit there should be a galvanized rack plate the length of the reefs in the spar, and the Lignum Vitæ roller should have a score turned out of its centre to admit of the passage of this rack plate beneath ; then a stout pinion wheel fitted to the bitts, with a good serviceable key-shank handle, will enable the bowsprit to be run in or out in any weather and with the greatest ease.

The fid of the bowsprit should be a good solid square pin, that will heel home against the bitts well ; there is a great strain on the bowsprit fid, and if this be not looked to at the outset, a round iron fid of not half the requisite strength may be put in, it becomes bent from the strain almost immediately, and there it remains to the last days of the spar, a patent obstacle to reefing the bowsprit, too bad

to work and too good for a lazy skipper to get altered, and thus creeps in the causes of lost matches and uncomfortable cruises; if not in the bowsprit or topmast, in perhaps some other part of the fittings or gear; one evil is prolific of many others, but if we commence at the root and see that everything works well and is properly fitted, there is no excuse for a vessel not being properly handled.

As a general rule the draught of water forward regulates the length of the bowsprit; if the draught is nearly the same forward as it is aft the vessel will have a tendency "gripe" or eat into the wind when she is close hauled, and to counteract this tendency she must carry a long bowsprit, in order to set a corresponding large jib; this is more noticeable and serious in long narrow vessels than in short and beamy ones; in the former it becomes a serious fault indeed. Very often a complaint is made of a long, narrow beamed vessel being slow in stays; in nine cases out of ten the evil will be found to originate from the deep fore-foot of the ship; the tendency to gripe thereby induced necessitates the carrying of large head canvas, in order to balance the after sail and keep her head out of the wind; the moment, therefore, the helm is put down a struggle takes place of rather a curious nature; the rudder, in forcing the stern aside, finds that the imaginary pivot or centre, on which a smart ship should turn instantaneously, is all astray, the lateral resistance forward on the bow, owing to the draught of water, neutralises a portion of the effect of the rudder, and the vessel, although she comes up a little to the rudder, yet head-reaches tremendously, the large head canvas, the moment the jib-sheet is let go, deadens her way; a fresh application of the rudder is required to get her round, and this second touch of the tiller is an effectual stopper; she then becomes sluggish, head-reaching slowly still in a great circle; and at length, when she does catch the wind on the *other* side of the forestay, she has to be boxed off with the foresail, and sometimes perhaps, with the jib also, the climax of which manœuvre is a clever stern board, and over she goes well on her beam ends before she gathers life and way again.

Now this should not be, the beauty of a cutter is her smartness in stays; her great *forte* is in turning to windward, and she should go about in stays with the least effort of the tiller. In simple fact the sail of a cutter should be her mainsail, and the smaller and lighter head sails she carries the better she will go; her forefoot should

be well rounded up: lateral resistance can be gained by curving the keel to half the distance forward of the midships section, and from thence rounding up the fore-foot gradually but well, for this loss of lateral resistance is the evil set forth against the far greater evil of a deep fore-foot; another argument is that the floor is shortened.

In the long, narrow vessels that are built now-a-days the floor can be kept quite as long as necessary for speed and ease, and the fore-foot well rounded up at the same time; by getting rid of the gripe forward a small bowsprit and small head canvas is obtained, and the centre of effort of the sails being properly located in respect to the centre of longitudinal vertical section, a vessel will then be sailing where she looks, and not struggling under a pressure of canvas set for the purpose of keeping her away from the point she ought to be boldly looking at. Besides all this the leverage of a weighty spar as a bowsprit is tremendous; any yachtsman who has been caught in a heavy gale must have noticed the great relief afforded to his vessel by taking even a light bowsprit in on deck, and now that the bluff, round bows, have, it is to be hoped, disappeared for ever from amongst us, yachtsman should be doubly particular with regard to every circumstance in the building of a vessel that affects the proportions and functions of this important spar.

In the present sharp bowed vessels a great difficulty often occurs in getting spread to the bowsprit shrouds; to remedy this iron "whiskers" have come extensively into use, and on the proper fitting of these whiskers a great deal of their utility depends; it will not do to have a pair of iron rods hooked on to eye-bolts screwed on either side of the stem and then seized to the shrouds; such a method of fitting is worse than useless, the working of the bowsprit soon knocks them astray, and once a vessel is underway, and that a whisker goes wrong, it is impossible to set it in working order.

I have seen many a bowsprit carried away, and not a few matches lost, owing to want of attention to these, apparently trivial but in reality important, matters. Whiskers should be made of the very best and toughest iron and galvanised; the one on that side of the stem on which the bowsprit launches, should be the diameter of the bowsprit longer than the other; both should have stout square shanks and square sockets, riveted through, not screwed on, the stem; on the outer ends there should be forged jaws, like the jaws

of a gaff, flattened and then rounded off like an iron thimble, so that the shroud should play easily in them; a key should be fitted in each shroud jaw to prevent the shroud slipping out on the lee side, as must be the case if not thus prevented, when the bowsprit buckles with the weight of the jib. Some whisker jaws I have seen fitted with sheaves, but they are in my opinion unnecessary, they add considerably to the weight without corresponding advantages, as a bit of weed, floating chips, &c., getting between them and the jaws renders them useless; whereas a properly flattened and rounded off jaw will work to perfection and never get jammed: each whisker should have a preventer rod hooking in an eye just abaft of the shroud jaw and setting up to an eye-bolt on the flush of the bow; if these rods are fitted with square jaws to go over the eyes on both whiskers and bows, and set up with thumb bolts, they will be found very complete.

In connection with this branch of the subject it may not be out of place to touch upon the methods of setting up the bowsprit shrouds generally adopted: the "block" and "fall" system is, as every yachtsman knows, the prevalent method; it is a bad system from its clumsiness, for the moment a vessel heels over to a breeze, the lee bowsprit shroud tackle constitutes a regular drag in the water; and beyond this we never can get a satisfactory pull upon the fall to set up the shroud when a vessel is underway; the best plan of setting up bowsprit shrouds that ever came under my notice was that adopted in the Audax cutter, 59 tons, John Henry Johnson, Esq., built by Harvey, of Wivenhoe. The shrouds are of galvanized wire rope; at the distance of the close reef of the bowsprit galvanized chain is spliced to the rope, and this chain leads through scores in the bulwarks just forward of the shrouds, three links of extra length and stoutness mark the reefs, and the chain falls are set up with luff tackle purchases to ring bolts in the deck; thus no drag is offered externally, nothing to catch water or weeds, and a powerful purchase is always ready whereby to get a pull upon either weather or lee shroud when requisite.

SIMON BOOMER'S GUN ROOM.*

BY SNARLEYOW.

CHAPTER XI.

WHAT will not love do? Anything, everything! Pure passionate love is a wonderful commodity when it once takes possession of the storehouse of a man's brain. Some people have brain pans too large for the original goods, and then when love gets into partnership he makes a clean sweep of the not over stocked apartment; others have an average share of stock-in-trade, but when love puts in an appearance, he upsets the market value of the original goods, and the firm suffers a temporary suspension; but there are those who hold the adventurous little god in cheap estimation; they take him much in the light of a poor relation, and do for him accordingly; if he blusters and storms occasionally, why they put him on the "lock-jaw" establishment, feed him sparingly on water gruel, apply the moral steel to his flint, and strike the fire out of him; they measure him and guage him to a decimal fraction, know exactly when and how to make use of him; flatter themselves that they do not as others do—make fools of themselves; no they are sensible men of business. Pshaw! No tom-foolery for them,—love be hanged. A fellow would fall in love—bosh! And yet these very men get into trouble sometimes. Yea, verily, a sea of trouble too. That nasty, little, adventurous vagabond takes a mean advantage betimes, when he gets a genuine Solomon Sobersides into his clutches; he cajoles him, toadies him, coaxes him into the spider's den, then doubles him up, gets his head into chancery, knocks him all out of time, and then working a nice fretwork cage of web round him, hangs him carefully, like an experienced *Epeira Diadema*, under some shady gooseberry or black-currant leaf to serve for future occasion.

Sometimes the little scoundrel does a bit of wrecker business, acts the *ignis fatuus*, or sticks a torch in a Sally-lun, and sends it afloat in a tea-tray; he is terrific in a fresh tide of tea; let him once get the bearings and distances of a lot of lively craft, moored in Bohea Harbour or Souchong Bay, and perhaps there is not the devil to pay and no pitch hot; fire-ships are about in all directions; stately line-of-battle ships, in the shape of guardian mammas, cruise about in vain, and cross looking heavy corvettes, in the shape of papas, discharge broadsides of snuff,

Continued from page 163.

and board disobedient daughters in the smoke with a heavy discharge of admonition—all, all in vain ; the mischievous fire-ships do their work well, and with nasty ideas of matrimony carry the day. It is money they want is it? How cautious are the lively handsome little frigates, how reticent are they as to their furnishing of their shot garlands ; not a word about that until the fire-ships become hopelessly entangled, until their crews cannot escape the avenging flames, and their little skipper, Cupid, steps aboard, puts an end to the display of muscular amative Christianity, and suggests a suspension of hostilities, a convention of parents, trustees, or guardians ; and a treaty to be ratified in St. George's, Hanover Square, or elsewhere, as convenient, and then, lo ! the gilding flies off the ginger-bread, the flaunting fire-ships dwindle down into a steady mercantile fleet ; and the saucy frigates into quiet little revenue cutters, always keeping up a strict blockade of the home ports ; inexorable to the admission of cigars or brandy and water without a prohibitive duty of crinoline and caudle cup, and loading for long range practice the moment a latch-key looms upon the domestic horizon.

But if Skipper Cupid is in force on minor social occasions, he out-Herods Herod upon a grand comprehensive scale in a ball-room ; there he assumes forms, and dons disguises that baffles the most astute, and confounds intended-to-be super speculation ; “ Change ” calculations are swept away like morning mist ; they are of no avail in altering the price of stocks, or causing the slightest fluctuation in Cupid's exchequer ; lunc in a cottage, shrimps and cresses stand at par with Mayfair and Belgravia, white bait, opera-boxes, the “ Row,” and satisfactory settlements. Mamma very often wears rose-coloured spectacles for the nonce, and prudence yields to passion, foresight, and fancy ; good intentions are sent to the right about in waggon loads to pave a certain unmentionable place, and the whisperings of age and experience are drowned in the roar of the tempest fomented by Euterpe, Terpsichore, Erato, and Calliope ; advantage is taken of post-prandial impotency, and many an outpost is stormed by the skirmishers whilst its grim defenders are drilling at whist.

I had laden the Duvernay with a cargo of good intentions, and constituted myself as vigilant supercargo ; bound to my trust like a good and faithful servant, prepared to discharge my stewardship and render account thereof, open to the investigation of any public auditor that might play Rhadamanthus to the world : Philip of Macedon never wore the laurels of Chæroned with greater triumph than I wore my smile of self-complacency ; I was invulnerable ; clad in armour of self-conceit, I defied fate, and *fortuna sequatur* was my motto ; a merry conceit, a very

merry conceit indeed ! It was speedily changed for me to "*Furth, fortune, and fill the fetters.*" How did this come about ? How were my ærial fortresses mined, stormed, blown up, and carried by assault ? Oh, that ball !

I had determined to discharge Parry Hammond, to eschew the sight of the fair Maggy, to abjure the acquaintance of Horatio Flowerdew, to become distant and polite with Mrs. Colclough, to investigate patiently the disposition and character of Mabel Harewood, and, finally, should all things conspire to confirm first impressions, then to set my house in order, get rid of the Duvernay, propose formally, and go through the regular routine which middle-aged gentlemen are supposed thoroughly to understand ; and having submitted to the interference of the Dean of Derry-come-wheazy, assisted by the Hon. and Rev. Algernon Sidney Godolphin Chantem, to settle down on my patrimony in the kingdom of Kerry, and provide young Fentons for the Guards, the Admiralty, and a few Bishoprics. Ireland is proverbial for furnishing population for half the globe, and I was determined to do good service in recruiting the ranks of the upper ten thousand that are said to rule the universe. But that infernal little busy body with the wings and bow had set his quiver in order to the ruin of my ærial house, I tried to dodge the fatal, but fair to the mark he went, plumb centre, and, like a bombshell alighting in Barracoona, the slaves of my will were blown into the vasty firmament where moonshine reigns supreme ; like the erstwhile King of France, I had nothing for it but to march down from my mountain again with as much dignity and as good grace as was permitted to me.

A week, perhaps, had elapsed since Mrs. Colclough's ball, Captain Parry Hammond was in his glory, the *Myosotis*, *neè* Duvernay, was the cynosure of all that was briny in the Solent Sea ; Miss Maggy—start not good reader ! Miss Maggy was duly installed as stewardess on board ; a real live French cook was added to my crew ; the wine lockers groaned ; the ice closets were filled to bursting ; fish, flesh, fowl, and such like anti-famine articles lay fast bound in Arctic solidity ; Melons grapes and luscious pines hung in tempting array within a network of pillars ; flowers of every country and of every perfume were festooned and grouped about the cabins, and a chaplet of the fairy *Myosotis*, emblematic of our good ship's name, encircled the brows of the phantom-looking lady that poised herself so gracefully at our prow. Horatio Flowerdew might have been traced in a cabin set apart for that distinguished individual ; uniform, and sword, and brazen sextant, were ostentatiously displayed therein, and the various little paraphernalia that naval exquisites so delight in, were cunningly and fascinatingly

arranged : the little cabin was in itself perfection, but under the accomplished hands of such a master of finesse, it became a perfect wonder of novelty and beauty ; the miracle was how a stalwart man could move in such a space without doing fatal damage to the dainty fittings, the beautiful ornaments, the charming little paintings, and the rare toilette equipage with which he had surrounded himself ; the Honourable Whitworth Lascelles was bestowed as befitted a scion of that house ; and the gay and fascinating Mrs. Colclough, with her peerless nieces, had the after part of the vessel entirely under their supervision and command. I may, perhaps, ascribe the nominal command to Mrs. Colclough ; but, good friends, do not be too exacting ; you know as well, or perhaps can guess, as I did, *who* was the commander, and *who* it was that swept away all my good resolutions, and held me enchained a slave to her power and her will ; would that I were even so now ! Thus, then, was I circumstanced in one short week, had yielded up my every wish, my independance and privacy of action, and all through that ruthless little tyrant that rules the world with a worse despotism than all the race of Bourbon, if they were double-jointed, treble-timbered, iron-plated, and frozen hard ten times over.

“ Please, sir, all is ready, and boats aboard, we’re hove short and ready to break ground ! ” said the bluff Captain Hammond, as he made his appearance, after a preliminary warning, at the door of the saloon. We were seated at our wine and dessert, after enjoying a dinner, that, although I record it that should not, an emperor might have envied ; for I had not been sparing of exertion to render my floating palace complete, and I flattered myself that I had succeeded ; no luxury that money could command or art supply had I neglected, for was not all this for my first, my last, and my only love, and was not my brain-pan fully occupied to the exclusion of all sensible ideas.

“ Very well, Mr. Hammond, get under way at once ! ”

We pledged the ladies in flowing bumpers, and wished a happy cruise ; blue peter was at the fore, and we were off for the land of the cyprus and myrtle, the blue Mediterranean, and any where else when we re-crossed the meridian of Gibraltar.

DIRECTIONS FOR DUBLIN BAY.

From the Tuskar to Wicklow Head the bearing and distance are N.E. by N., nearly $46\frac{1}{2}$ miles ; but to pass to the eastward of the Arklow Bank the course is N.E. $\frac{1}{4}$ N. ; observing, to make due allowance for the set of tide, flood or ebb. When Wicklow Head Lights bear

N. $\frac{1}{2}$ W., or N. $\frac{3}{4}$ W., you will be clear of the Arklow Bank ; then to sail within the Wicklow or India Banks, bring the Great Sugar Loaf Hill well open of Wicklow Head, bearing N. by W., or Wicklow Lights in one ; either of these will lead between the Arklow and India Banks, and when within 2 or $2\frac{1}{2}$ miles of the shore, a N. by E. $\frac{1}{4}$ E. course will carry you past Moulditch Bank and Dalkey Island.

In working up between the banks and the shore, with a flood tide and northerly wind, do not stand farther from the land than four miles, for the tide with little wind may drift you upon the banks, while near the shore the stream commonly makes to the southward $1\frac{1}{2}$ hour before high water.

In moderate weather vessels may stop almost anywhere within the banks between Wicklow and Dublin, except off the Giant's Bed, where lies the Moulditch Bank. The best part with westerly winds is between Bray Bank and the main, from half to two miles from the shore. Here is very little stream of tide, and the violence of the sea is considerably broken by the banks. All the shore southward of Bray Head is soft beach, and almost steep-to ; so that if a ship was driven on shore, there would be little hazard of losing lives. There is no safe way of getting to this anchorage, but either between Wicklow Head and the India Bank, or the Kish and Dublin Bay.

In Killyney Bay vessels may anchor in five or six fathoms, sheltered from W.N.W. to N.N.E. winds.

There is good anchorage in the entrance of Dublin Bay, when the wind does not blow hard from the E. and S.E. ; with these winds a great sea sets in, so that vessels are obliged to run for some place of safety ; with north-easterly winds vessels run for Kingstown Harbour, which lies on the south side of Dublin Bay, and is enclosed by two large piers, which effectually secure the shipping. On the head of the eastern pier, which is 2,800 feet long, is a lighthouse, which shows a white and red revolving light alternately, attaining its greatest brilliancy at equal intervals of thirty seconds. The lighthouse is of a brown colour, and the lantern is elevated thirty-four feet above the level of high water, spring tides. A fixed red light will, at the same time, be shown from the west pier-head. Kingstown East Pier Head Lighthouse bears from the Kish Bank Floating Light W. by N. $\frac{1}{4}$ N., $6\frac{1}{2}$ miles ; and from Poolbeg Light, S. $\frac{1}{4}$ W., $2\frac{1}{2}$ miles, and is visible nine miles off. The entrance to this harbour faces the north-east, and has four fathoms water ; within the depths are from 4 to $4\frac{1}{2}$ fathoms at low water, all clean sand.

When going in leave the revolving light on the port hand, and round it close-to.

The light shown in the lighthouse erected on the Little Baily is fixed,

and 114 feet above high water. The building is coloured white, and the light is visible at the distance of fifteen miles.

About a mile to the W.S.W. of the Baily Lighthouse lies a bank, called the Rosebeg, which is easily distinguished, in blowing weather by the seabreaking over it; on this bank are from $2\frac{1}{2}$ to 3 fathoms water. From the centre of the bank the Baily Lighthouse bears E.N.E., and Poolbeg Lighthouse W.N.W. $\frac{1}{4}$ W, and Revenue Barrack on with the Poolbeg Lighthouse, bearing N.W. by W. $\frac{1}{4}$ W., leads clear to the southward of it. The best mark is the Custom-house Dome, N.W. by W. $\frac{1}{4}$ W., open north of Poolbeg Lighthouse. This mark leads to the northward of the Burford, in 6 fathoms, and to the southward of the Rosebeg in $4\frac{1}{2}$ fathoms. The Man-of-War road, about $\frac{1}{2}$ of a mile S.W. from this Bank, has 5 and 6 fathoms water.

In moderate weather, or with an off-shore wind, vessels may stop anywhere between Howth and Lambay Island, in 5 to 12 fathoms water. Vessels of easy draught of water, may, with easterly winds, find shelter near the west side of Ireland's Eye, about a cable's length from the island in 2 fathoms water, clean sand. In sailing to this anchorage, between Howth and Ireland's Eye, keep near Mid-channel, or above one-third over from either side, for there is a spring-tide rock, which lies about one-third over from the Howth side, and some half-tide rocks, that lie nearly one-third over from the south end of Ireland's Eye.

Dublin Harbour lies between two banks, called the North and South Bull, and is sheltered on the south side by a wall and piles carried eastward above three miles into the bay. At the end of the south wall there is a lighthouse, called the Poolbeg, exhibiting a fixed light all night, and a lower light kept in it from half-flood to half-ebb by night, and a ball is hoisted during the same period in the day, to direct ships into the harbour when the tide will permit. A bar lies across the entrance, on which there are 12 feet at low water. Between the bar and the lighthouse there are 14 to 27 feet. A red buoy is moored on the bar, in 12 feet at low water; it lies a mile E.S.E. $\frac{1}{4}$ E. from the lighthouse. Pass about a cable's length to the southward of this buoy, observing the before-mentioned marks, and you will carry 12 feet over the bar at low water. On the north side of the channel, and bearing east, 3-10ths of a mile from the lighthouse, is a white buoy, moored in 9 feet at low water, between which and the lighthouse are from 14 to 27 feet. The south bar-buoy (black) lies S. $\frac{1}{4}$ W., 4-10ths of a mile from the lighthouse, on the southern extreme of the south bar patches, which commence about one-third of a mile S.E. from the lighthouse, extending in that direction nearly half-a-mile; then turning to the westward about the same

distance, when they terminate where the black buoy is placed. On these patches are only from 4 to 5 feet at low water. Half-a-mile within the lighthouse a white buoy is placed, which must be passed to the northward. The channel is regularly buoyed on the north side with black buoys, and on the south side with red buoys, from the Pigeon House to Ringsend. Between Poolbeg and the Pigeon House are several places where vessels may anchor in from 16 to 20 feet at low water, the channel having been greatly improved by means of powerful steam dredges. As spring-tides rise 13 feet, and neaps 8 feet, a ship of 21 feet draught may sail in at high water, spring-tides, and those of 16 feet at neap-tides.

Ships, in general, with suitable draughts of water, sail over the bar to the northward of the east buoy. This is called the east channel, and the mark for it is the church of Irishtown just open to the northward of the lighthouse. This mark will lead you to about a cable's length to the northward of the east buoy, in no less depth than 15 feet at half-flood. So soon as you are over the bar the depth will increase to 18 and 20 feet. Keep about mid-channel, between the Spit Buoy and the lighthouse; and when about half-a-mile within the latter, you may anchor, in 15 or 16 feet at low water. This is called Poolbeg, and although a tolerable good place in summer it is not so good in winter time; it is then best to go a mile further up, so as to take the ground about half-ebb, or to lie along the wall or along the quay above Ringsend.

To sail in through the west channel you must pass to the southward of the south buoy, when the lighthouse bears N.E. $\frac{1}{2}$ N., and on with Baldoyle Chapel, or the ruins of Kilbarrack Church, steer for it in that direction, giving it a good berth on your port hand, as you haul round it to the westward. When coming from the southward keep Sandy Cove Tower on with the eastern extreme of the pier at Kingstown, S. $\frac{1}{2}$ E., until you bring the lighthouse on the above bearing; this will lead you in the best water, and well to the westward of the south bar buoy. In the channel there are only 6 feet at low water, spring-tides. The tide flows at the lighthouse, on full and change days, 10h. 47m., and rises 13 feet on springs. Southerly winds raise the tides higher, and northerly winds the reverse.

Vessels coming from the north-east, bound for Dublin, must give the south-east side of Howth a berth, to avoid the bank, called the Rosebeg, already described.

CRUISE TO LOCH HOURN.

THE majority of tourists are like sheep, always following a leader and adhering closely to the beaten track; and so it happens that some of the finest scenery, even in our own island, is still almost untrodden and unknown—without roads, inns, guides, coaches, or steam-boats. Yet a little time and toil are well spent in visiting such spots; and indifferent living and rough lodging are amply repaid by the freshness and magnificence of an almost virgin nature. There is more scenery of this description on the western coasts of the counties of Inverness and Sutherland than in any other part of Great Britain. There, the shores are indented by a succession of sea-lochs running far up into the land; some wide and spacious, others narrow and winding; some with undulating banks, green with rich pasture, or thickly clothed with natural wood; some laving the feet of steep mountains, with bold grey crags breaking through the purple bloom of the heather, or the golden glow of the deer-grass and bracken. Between Cape Wrath and the Sound of Mull there are more than twenty such lochs, few of which are ever visited by steamers, with but footpaths or rough bridle-tracks along their shores, and with no token of human habitation, except, at long intervals, the house of a sheep farmer, a shepherd's sheeling, the hut of a charcoal-burner, or a gamekeeper's cottage. Yet the scenery around some of these arms of the western sea is unequalled elsewhere in Great Britain, and not surpassed even in Switzerland or the Tyrol. At different periods during the last ten years, we have visited most of them; and we now propose to offer some description of Loch Hourn—one of the most beautiful and inaccessible—which we were induced to visit last autumn, by hearing an animated description of the grandeur of its scenery from a highland gentleman resident in the neighbourhood, whose debtor we have ever since considered ourselves.

If our readers will refer to a good map of Scotland, they will observe a long narrow channel called the Sound of Sleat, separating the island of Skye from the mainland of Inverness-shire; and, about half way up, and on the east side of the Sound, a deep indentation in the mainland, wide at the entrance but contracting at its upper extremity, and confined on each side by a barrier of lofty mountains:—this is Loch Hourn, or the Loch of Hell, easily distinguished from Loch Nevish (the Loch of Heaven), a few miles to the south of it, by the noble outlines of the lofty Ben Scrial, which sweeps down in grand curves to the water's edge, and seems to guard the entrance of the Loch.

We started on our voyage to Loch Hourn from the little town of Tobermory, in the island of Mull, in a small cutter yacht, built by Fyfe, of Fairlie, and the winner of several cups but a few years ago; having previously taken on board as pilot, an ancient Celt, yclept Hector McKinnon, who had been for forty years a sailor, and who undertook to bring us in safety to the anchorage of Barrisdale, half way up the Loch. A strong adverse tide detained us for a long time in passing the lofty promontory of Ardnamurchan, which marks the northern entrance of the Sound of Mull. At the foot of this promontory, lies a small rocky island, of which our pilot related the following legend, which, so far as we know, has not yet found its way into any guide-book :—"In days of yore, the owner of this islet was a handsome young fellow, with no fortune but his good looks and this fragment of sea-beaten rock. However, he contrived to win the heart of a fair lady in a distant part of the country, but her relations were opposed to the match until they had ascertained what settlement the lover was able to make. Accordingly, they asked him what dowery he would give his bride; to which he replied that, in his own country, he possessed an island which seven ploughs could not till, although they ploughed for a whole year, and that this he was willing to bestow on his bride. Nothing could be more satisfactory, and the young pair were happily married. On reaching her husband's country, the lady was naturally anxious to see the fertile island which he had so generously bestowed upon her. On which he showed her the barren crag at the foot of Ardnamurchan point, and asked whether she thought that seven ploughs could cultivate it although they ploughed for a whole year?"

After passing Ardnamurchan, the wind fell to a very moderate breeze, and we had a pleasant, though somewhat tedious sail, passing close to the islands of Muck and Eig, and in sight of the purple mountains of Rum, and the steep summits of the Coolin hills in Skye. We had made an early start from Tobermory, but it was evening before we came to anchor opposite the farm-house of Barrisdale, which occupies a picturesque situation among a group of old trees, at the foot of a mountain that slopes steeply upwards above a bay at the head of outer Loch Hourn. The outer Loch is a spacious sheet of water, about twelve miles in length, overshadowed by dark mountain masses; but fine as it is, it serves only as the vestibule to the exquisite scenery of Little, or Upper, Loch Hourn, which branches off from it in an easterly direction. On the morning succeeding our arrival, we rowed ashore and called on Mr. McDonell, whose ancestors, for several generations, have occupied the farm of Barrisdale. He himself is a hale, handsome old gentleman,

descended from those McDonells of Glengarry, whose domains once extended from Loch Hourn to Fort Augustus, but are now divided between Mr. Ellice, M.P. for Coventry, and Mr. Baird, a rich ironmaster, who possesses the whole country around Loch Hourn and between it and Loch Nevish.

From our anchorage the Loch seemed entirely land-locked, and divided into three bays, surrounded by mountains. To the seaward, stretched a wide expanse of water, overshadowed on one side by the lofty Ben Serial, whose lower slopes are thickly clothed with natural wood, which adorns, without enervating, the grand curves of the mountain; and on the other by green hills, broken by gray crags, and furrowed by ravines, beyond which tower sharp rocky pinnacles rising from wild corries, the haunts of the red deer and the eagle. Such a green hillside with a deep corrie behind it, over which frowns a steep serrated ridge, rose immediately above our anchorage. Laoarbein, the highest point of this ridge, is 3,300 feet above the sea, or nearly as high as Snowdon. To the south-east, we looked into the deep bay of Barrisdale, at the head of which—rare sight in these wild highlands—the mountains separate, and leave room for a considerable tract of level meadow land, where rows of tall poplars, clumps of ancient ash and plane trees, and thriving crops of corn and turnips, gave a sylvan and almost lowland aspect to the landscape, offering a striking contrast to the rugged grandeur of the surrounding scenery. Beyond this strip of meadow land, rises a noble mountain, varied and picturesque in outline, with its lower slopes and ravines richly wooded. The whole aspect and character of the scenery around Barrisdale is more Tyrolese than Scotch.

Our venerable pilot proved exceedingly communicative of his nautical experiences, especially under the exhilarating influence of a glass of whisky, and this morning he spun us the following extraordinary, and not very credible yarn.

Many years ago, he was at Riga with his ship, and he, along with several of his comrades, went ashore, where,—sailor-like—they got very drunk. Hector was the worst of the lot; and as his shipmates could not induce him to follow them, they allowed him to shift for himself, and returned to their ship. Left to himself, he staggered along for some distance, and at length fell insensible in the street. At this time cholera was raging in Riga; and just as Hector fell, the dead cart was making its daily rounds, when, seeing him lying speechless and motionless in the street, its conductor at once concluded that he had fallen a victim to the plague, threw a rope round his body, and tossed him

into the cart. He was restored to consciousness by being pitched out of the dead cart into a large pit nearly filled with bodies in various stages of decomposition, and with difficulty managed to writhe himself clear of the lime which was thrown over them in considerable quantities. Fully recalled to his senses, but almost paralyzed by the horrors of his position, he at last, after many efforts, contrived to struggle out of the pit, and make his way back to the town ; where his appearance—pale, ghastly, and sprinkled over with the lime which he had not been able wholly to avoid—struck terror into every one, so that he had clear streets as—literally risen from the dead—he tottered along, and with difficulty regained his ship, where it was some time before he recovered from the effects of the drunken frolic so nearly brought to a horrible termination.” We think that this anecdote of Hector’s might be admirably worked by temperance lecturers, to whom we beg most respectfully to present it.

But—to return from Riga to Loch Hourn—beautiful as *Barrisdale* is, we had yet by far the finest part of the loch to explore ; so, getting into our punt, we started, a little past eleven o’clock, to row to the head of it, a distance of more than six miles from our anchorage. Several small rocky islands lie across the entrance of the upper loch, above which it forms three reaches, connected by narrows, through which the tide runs with great violence. Little, or Upper Loch Hourn, runs nearly east and west, forming an obtuse angle with the outer and larger loch. Its northern shores are bounded by picturesque mountains, nearly 3,000 feet high, covered for two-thirds of their height with the most lavish growth of natural wood—birch, ash, oak, and alder. The mountains on the opposite shore are about the same height, but more rugged and bare, though covered in many places with good pasturage, and dotted over with trees, singly or in groups. At various spots on both banks there are crags projecting boldly into the water, and, in some instances, rising precipitously for a couple of hundred feet. Some of these are masses of bare rock ; some have tufts of heather, or bunches of fern, growing from their crevices ; others are almost buried beneath luxuriant foliage ; and one—a most picturesque crag—bears a solitary old Scotch fir tree on its topmost pinnacle. There is no monotony—the great fault of the scenery of most of our Scottish lochs—about Loch Hourn, but, on the contrary, an endless, inexhaustible, variety and grandeur. There is the sublimity of the upper reach of Loch Etive, in Argyleshire, where its narrow waters run between the huge bulk of Ben Cruachan and Malugage, combined with the quieter beauty of Trosachs, Windermere, or the lower lake of Killarney. At several points, there are waterfalls, tumbling over a face of bare rock, or sparkling through a thick

fringe of foliage, and here and there, along the shore, the thatched cottage of a fisherman, with brown nets hung up to dry. After a long pull we reached Loch Hourn-head, where we left our boat, and walked for a couple of miles up the beautiful pass that leads to Tomindoun inn, and to the town of Inverness, the former sixteen, and the latter sixty-seven miles from Loch Hourn-head. A bare precipitous mountain, called Bhui Ben, towers above the head of the loch, and, on his flanks, to the left of the road leading up the pass, is a deep ravine, into which falls a lofty and picturesque cascade, while, about a mile further up, is a quiet little lake with a broad green margin of rushes, through which flows the stream that runs into Loch Hourn-head. From what we saw of this pass, we feel convinced that it would well repay the adventurous pedestrian. On our way back to the cutter, we were much detained by the strength of the flood tide, had to hug the shore to avoid its force, and had several desperate spurts against it in the narrows, where it ran like a millrace. We had kept along the south shore in ascending, and now, in returning, we kept close to the northern or wooded bank, and had again occasion to admire the profusion and bounty of nature, in clothing these steep mountain-slopes with such a close and graceful mantle of varied shades of green. It was past six o'clock when we reached our vessel, not at all sorry to rest, after a six hours' pull against a strong tide. The waters of Upper Loch Hourn seem absolutely alive with fish. With a single line of small cord, lightly leaded, and a couple of salmon flies, we caught, during the short time we could spare for fishing, seven dozen of fish—lithe, seth, and small cod—varying in weight from half a pound to two pounds and a-half. On the rocks along the shore, there is an inexhaustible supply of bait in the shape of mussels, so that to those fond of sea-fishing, Loch Hourn offers great attractions, in addition to the charms of its unrivalled scenery.—A. Y.

SKETCHES OF NAVAL LIFE.*

BY AN OLD SALT.

CHAPTER X.

It was with no small delightful anxiety that we watched Mounseer Sheep (as our lads christened him the moment he went over the side,) being pulled away from as nice a prize as he ever overhauled in his life; and when we saw him mount the frigate's side, and her boat hoisted up,

• Continued from page 207.

we felt able once more to breathe freely. However, we were far from being out of reach of the eagle's claws, and waited with some misgivings till the Frenchman filled his main-topsail, and stood off from the land on the starboard tack. I at once proposed standing away from him on the port tack, but Billy would not hear of it ; so we very coolly went after him, on the principle expressed as follows by Billy :—" You sees, sur, a Frenchman is a sort of a splice atwixt a wolf and a monkey, and he's either all skylark and jaw, or a blood-sucker, and if ever he sees you a running away from him he gives chase, but if you faces of him and is about his match, he makes sail away from you like a dog with an old pot at his stern ; so my advice is, foller him for a bit, and keep a good luff, and you'll creep to windward of him and get a offing from this frog-growing shore as is under our lee."

This advice we duly followed, and accordingly by dusk we were some ten miles to windward of our late companion, I and the rest of "the smock-faced uns" being let out of irons, and enjoying a good laugh at coming the Yankee over the Frenchman. But the laugh was just as nearly as possible being on the wrong side of our mouths ; for as Billy by no means joined heartily in our rejoicings, but seemed in a sort of dense brown study, I hoisted the "head-scratching signal" agreed on between us for private confab, and dived into the cabin, where he forthwith followed me. As soon as we were seated, and a glass of grog before us, I asked him what was wrong with him, when he replied, in a sort of solemn way quite unusual with him—" Why, sur, there's nuthin' wrong wi' *me*, but I feels as if summut was to happen onlocky to this here wessel this blessed night, but what it is I can't fathom. I've been a watching on her for the last two hours, and I'm blessed if I don't think as a shoal o' suckers is a stickin' on to her keel, for she don't half go-a-head as she did ever sin' that horrid screech as that poor fellow giv' as was killed. You sees, sur, we holds a good wind enough ; but the Frenchman is running more water nor us by two miles an hour, and although we is well to winderd on him on this tack, if he was to put about, he'd fetch within range to leeward on us, perwided we stood on as we does ; and although I says it myself as shouldn't, as I aint no ways superstitious, its my belief as the ghost of that 'ere Yankee is a pulling of us under water."

Well, at that time of day, having a pretty strong belief in ghosts myself, I was in no way prepared to dispute Billy's rather curious *want of superstition*, and was free to confess it was very probable that the Yankee's ghost *might perhaps be* on board, but then it had no right to sink the ship.

“No sur,” says Bill, “but ghosts isn’t like other folk; if that ’ere poor feller had been cut down for any williany, his ghost would have bin set to work in the bad place to torment the wicked with red hot harpoons; but as he died a doin’ of his duty to his country, why, his ghost has a sort of leave to torment them as killed him.”

All this seemed to me so very logical that I went to bed at eight o’clock (when Billy went on deck to keep the first watch) with the comfortable assurance that if ever I was rash enough to close my eyes in sleep, the aforesaid red hot harpoon would be found entering my short ribs, so having seen him go sneaking up the companion in a very timorous kind of way, my eyes kept performing a sort of mesmeric wandering round the little cabin, till I thought I saw the panels slide open, and the ghost peeping in at me, and my only reason for not turning out and rushing on deck was the comfort and courage I got by hearing Billy walking over my head, with the regular steady tramp of the officer on watch. But, by a quarter to ten, when my imagination had conjured up a perfect ship’s company of ghosts, each with his red hot harpoon tipped with brimstone, gradually approaching my cot with fell intent, Billy’s feet ceased their tread above, and a dead silence ensued. Yet, what did I hear? Water below the cabin floor, gurgling and swilling about with the motion of the schooner? Yes, it *must* be, yet *how* could it! Again I heard its wash below me, and in three springs I was on deck. And what did I there behold? Billy, no longer the nervous victim of superstitious dread, but the hardy and outraged British seaman, with one hand holding the line of the sounding rod, just drawn from the pump, and clenching the other at vacancy, in a style full of concentrated passion; while he belied his former assertion most fully by uttering, in low harsh tones,—“D—n my superstitious head, what a born ass I is, surely!”

I flew to him pretty much as a young chick would to an old hen when hawks are soaring abroad, without at all knowing the *real* danger, but instinctively feeling sure there was some, both certain and pressing, and asked him what was the matter? He put his extended arm round me, and said,—

“God forgive me, Master, for it’s my fault, and not yourn; but this wessel’s a sinking, and that infernal Yankee carpenter, as has got his tool-chest down aft, has been a scuttling of her this blessed arternoon, whilst we was a looking after the Frenchman, and some on us in limbo, and the sintries on deck, and the forehatch barred down on the prisoners in the forecastle. But they shall go down with her, if she does go, so sure as my name’s Bill Williams!”

Now, before recounting what took place on this ghostly drowning

occasion, it will be necessary to explain that one of the American prisoners was the privateer's carpenter, and, as he volunteered to do any odd jobs about the decks when it was his turn to be up with two of his shipmates, he was allowed to take such tools out of his tool-chest, which was kept aft, as the to-be-done-work required to complete it, which, when accomplished, the tools were restored to the chest, and the key hung up in the cabin. But it seems that somehow or other he had contrived to secrete an auger about his person, and stow it away forward, and had been just biding his time till an opportunity offered, either when we were chased or near an enemy's shore, to bore one or more holes through her forefoot, and place her in a sinking state, so as to compel assistance from an enemy, or oblige us to run on a hostile shore. On ordinary occasions some part of the crew were always in the forecastle with the prisoners, as well as the sentry on deck watching the forescuttle, which was their only way up from below, so that no opportunity had offered up to this time for carrying out this scuttling plan ; but on this afternoon, before the French officer boarded us, all the prisoners were put below and in irons, the forescuttle put on and fastened down, and two of our men left in charge of them, with orders to stick them like pigs if they made the least noise. Then, after the French lieutenant left us, we let our two men up, and left the prisoners to themselves—still in irons though, and the hatch fastened down.

Now it turned out on investigation, that as soon as they were left alone they commenced their plans, and, by the aid of some cook's slush, greased the carpenter's wrists till they got his handcuffs off. He then proposed the wild scheme of liberating all of them from irons, waiting till the scuttle was unbarred, and then, after gagging as many of the crew as came down unsuspectingly, to spring upon deck and cut away with their knives till better weapons offered, and try to recapture the schooner. Some of them, however, funked at it, and would not venture on the fate of their companion of the morning, so the carpenter set to work, fitted a handle to his auger, lifted the forepeak hatch, and crept below, his friends closing the hatch on him, and allowing him to bore away in total darkness as he best could. Thanks to said darkness, he was more than an hour before he could get a hole through for bolts and other obstructions ; but at last an inch auger found its way through the schooner's bottom, and on being withdrawn a very copious rush of water spouted into her forehold from that inexhaustible reservoir, the sea. As quick as thought up he came again, closed the trap-hatch into the forepeak, got his auger stowed away, and his irons shoved on again, the grease wiped off them and his wrists, and calmly waited the results of his amphibious experiments.

It so happened that, what with watching the Frenchman, and talking over our escape, and the man-killing affair, one-half of us being in irons so long as a telescope could tell tales from the frigate, and the other half "chaffing of us," as Billy called it, we had allowed our prisoners to have it their own way from about 2 p.m. till 6, when the *cocoa* being ready, all hands went to *tea*, as it was called. The prisoners were liberated, the sentries placed, and all went on in the usual routine, save and except the row the prisoners kept up laughing and singing as *they* said, because they were sure we should be caught by some Frenchman or other, but in reality to drown the noise made by the water rushing in below, which, until enough *had* come in to well nigh cover the hole, made a sort of gurgling sound, unusual, and likely to call attention. After that the sea was silently and fatally making us its own, had not Billy's practised eye noticed the sluggish way in which the schooner travelled and rose to the seas as they met her bows. I now come back to the time when Williams, by sounding the pump, found between three or four feet of water in the schooner's hold, and there was no alchemic lore required to teach him the how, why, and wherefore. He at once saw the danger and the best mode of defeating it. He whispered me to go aft and take the helm, and send the man at it to him. I did so ; the man went ; he gave him an order ; he went below to the cabin and brought up Williams's and my pistols (our men always carried their cutlasses,) and then went forward on one side of the deck and Williams on the other, till they came to the bow of the long-boat, where the three on-deck prisoners were sleeping or lying down. Here Williams stopped, and the man went to the crew of our watch on deck and quietly ordered them to go where he was standing, three belaying pins being brought aft in their hands. Williams then made the nearest prisoner get up, and held a pistol to his ear whilst he was gagged, then the next and the next, and then came the helmsman back and relieved me from the helm. Then the foreyard was laid aback, the schooner's square sail got up and doubled and stitched along one side and end, and then into the open end was stuffed all the tarred oakum, sacks, old sails, &c., we could muster, a good rope hitched to each corner, and it passed under the bows, weighted with the deep sea leads and small kedge, and hauled aft to the fore rigging at the after end, the fore ends being fastened to the cat heads. Then to get loose the long-boat was the next job, so we set to and off gripes and lashings, when one of the men stepping on her planking forward to clear the fore gripe, the wood gave way with him, and his leg shot through into vacancy. The *sleeping* prisoners on deck had cut a hole through *her* bottom bow plank

with their knives. Of a verity things were waxing serious, and so thought our men, for they one and all asked me and Billy "to let um skiver the prisoners." Billy at once took command, and said—"No men, let um alone, and mind your duty and obey orders and you'll have enough to do, I'm thinking. And now, first and foremost open that forescuttle and stand clear for squalls." The scuttle was opened and the prisoners ordered up. No reply or obedience to the command was given. One of our men threw himself on the scuttle, and was about to go down and force compliance, when Bill seized him by the collar and dragged him back, as, yelling with pain, he rolled over on the deck with the back tendon of his leg nearly severed by the slash of a jack-knife drawn across it by one of the prisoners from below, they having all freed their wrists of the handcuffs. Now, how we got them out, and what we did unto them when out, I'll keep for my next *log*, for it was rather a *salt* job, and may be rather of the cruelty kind, but the provocation was great and cruel also, for it might have lost schooner, officers, crew, and prisoners, in one wide, deep, and watery grave.

As their messmate lay yelling and sprawling on the deck with his tendon Achilles nearly severed by the Yankee's knife in the forecabin, the faces of the crew exhibited a rather curious gradation, from dismay and surprise to savage and concentrated anger; then, with one consent, they rushed to the forecabin to get down at all risks, and make short work of the prisoners, or, as the case might be, of themselves. But Bill was too quick for them: at one spring he was across the hatch, and as, in a voice of thunder, he called out, "Stand back!" he levelled his pistols at the heads of the two men next him. The whole of them pulled up short, for they knew their man; and when he added, "Are yer mad as well as mutinous, ye fools, to rush down there, starn fust, like a bear a comin' down a tree, and be skivered like pigs?" They looked fully sensible of the madness of their intended act; but one of them said, "Well, but Mr. Williams, is all on us to be drowned and murdered by them ere Yankees, and not have no satisfaction out of um?" "No," says Bill, "I'll see to that. Sound the pump one on you; two on you rig the handles, and set to work with these here two prisoners on deck, and get some spun yarn and lash their wrisses to the handles; and if they does not pump, rope's-end the livers out on em; the rest on you stand here till I come back from below, and I'm blessed if I does not make them rats glad to leave their hole, or my name's not Bill. Master ——, do you please stand here and shoot the first man as tries to go below without orders!"

"Well, away went Billy, full split into the cabin; away went the

men to the pumps, while I took up my station as directed, and tried to look fierce ; but if I did so, I must confess to being a consummate hypocrite. Two of the men busied themselves in bandaging up the wounded man's leg ; and as he ceased moaning, and a dead silence ensued, similar to the still, leadlike feeling before a thunderstorm, what should salute our ears but the sound of the aforesaid auger boring away at another hole below. I told one of the men to fly aft and report it to Bill, who, on hearing the news, shouted back in reply, "—— um, let um bore, they sha'nt have long to do it in!" And shortly after he reappeared on deck with an old shirt perfectly saturated with rum and brimstone, to which, on passing the galley, he set fire, and calling out "Stand slash!" he threw it in a perfect blaze of fire down the fore scuttle, slammed on the hatch, and then, standing above all, he said, with a sort of savage joy, "Them as has lungs that can stand that ere dose deserves to live for ever!"

But no lungs *could* stand it. No sooner was it down than a fearful effort was made to put it out ; but no power could do it short of water, and that they never for a moment thought of, although their shipmate was letting it into the vessel with his auger ; all they did was to stamp and struggle over it in vain, till the feeling of suffocation commencing, their horrid fate at once confronted them, and with choking screams they in vain tried to force up the hatch. I verily believe my otherwise humane friend Bill, in his then mood of mind, would have smothered the lot of them with great gusto, but when my screams of horror at their fate were added to their own choking cries, he sprang off the hatch, unhasped the bar, and, throwing off the lid, allowed a perfect volume of sulphurous vapour to ascend, in the midst of which was dimly seen struggling up a half-suffocated Yankee.

All hands rushed to the rescue, and whilst pulling each poor devil on deck, where they lay drawing their breath like gasping codfish, no feeling save that of sorrow existed towards them, I verily believe ; but when at last all were rescued save the carpenter, and no answer was returned to the hail for him to come up also, a most painful expression overshadowed Billy's face, and when I said, in a perfect agony of terror, "Oh, Billy, you have gone and murdered him!" he threw himself down the hatch into the fore-castle, and, calling out for a rope's-end to be passed down, was about to busy himself in seeking for his foe, when of a verity he found him, to the very near sacrifice of his own life, not the dying victim of suffocation, but the desperate blood-thirsty savage, hoping no quarter and giving none.

You see, when the blazing shirt was thrown down, the carpenter was

below the forecastle sole, boring away at another hole in the forepeak, and, after trying for a moment in vain to bear the atmosphere above, he coolly returned to his work till the hatch was lifted and his mess-mates rescued ; he then stole up from below, crouched down as far forward as he could get, with a sort of pig-butcher's knife in his hand, and nearly as soon as Bill Williams's feet touched the deck, he was rushed upon and stabbed by this fiend of a man, and they both fell together heavily upon the deck below. Our men were struggling down to the rescue, when Billy called out between the sledge-hammer blows he was laying into the Yankee's head and face with one hand, whilst the other held like a vice the wrist of the hand holding the knife, "Stand back out of the light, and let me see to finish the monster!"

This we did accordingly, standing anxious hearers rather than spectators of the fearful struggle below, which, however, soon ended in the more powerful, though wounded man, overcoming his weaker though desperate foe ; and it was with extreme delight we heard Billy's voice say, "Send down that 'ere rope's-end, and stand by to haul up this lump of carrion!" Down went the rope, and the words "Haul up!" being given, the body of the Yankee carpenter slowly emerged from below, ghastly, bloody, and senseless, and was thrown on deck like the side of an ox by our now savage and excited crew. Then our own man appeared, not only bloody, but bleeding, his left hand having been transfixed by the knife of his foe, the blow meant for his heart failing in its deadly aim by the grease left on the forecastle deck causing the carpenter's feet to slip as he rushed on Bill before he was well down below. Bill's hand received the blow he meant for his heart ; and then, closing with his man, he gave him, what he called, "about a dozen *slogdolligers* as knocked the life out of un." Billy's hand was speedily bound up, and as the fresh air on deck was fast restoring respiration to our half-choked prisoners several modes of stopping it altogether were proposed by our enraged crew, of which, as well as I recollect, hanging was the most humane. However, the state of excitement I was in, aided by Billy's cool determination of manner, effectually checked all violence ; and when he gave up the apparently dead body of the carpenter to their *tender* mercies they at once acceded to the order that the other prisoners, each in their turn, should be lashed to the pump-brakes, and rope's-ended, if sulky, till the schooner was pumped out dry, and the auger holes plugged up. Tools were then got out of the carpenter's chest, the bow of the long-boat repaired, the pumps briskly worked, plugs made, and still the carpenter lay, as if dead, forward.

As I felt sorry for his probable fate at the hands of our men, and

which I felt powerless to arrest in their present savage state of mind. I stole forward to look on his inanimate body, when to my surprise, I saw the head gently move, the eyes open, and then, as they saw me detecting their course of inquiry, they closed as if in death again. I shouted out, "Williams, he's alive," when, as that individual came hurrying forward to personally prove the fact, the senseless form of the American carpenter sprang into sudden and vigorous life, as, with the leap of an antelope, he cleared the schooner's bulwarks, and vanished in the depths of the sea. Instantly, like hungry sharks deprived of their prey, six or seven of our men followed this amphibious example, all diving for the bubbles caused by the carpenter's disappearance below the surface; and in a quarter of a minute were to be seen, slowly rising from old ocean's bed, a struggling, snorting, swearing set of men, all intent on keeping above water the head of the half senseless carpenter, who in vain strove to bury it beneath the surface, as, held in the strong gripe of six powerful men, they kept him and themselves afloat with their disengaged hands till a rope's-end was thrown to them; and, in spite of the most determined resistance, our friend, the carpenter, was once more hauled on deck like a huge half-drowned rat. His hands and feet were now tied together, the hands brought straight down behind, and the feet bent back and up to join them, and he was once more left to his own meditations. The pumps were now worked with a will, the forecastle searched for the handcuffs, and the charred deck, burnt where the fire and brimstone sheet fell, well watered, grog was served out to our men, a rope's-ending served out to the prisoners, and something like hope and order restored. However, it took eleven mortal hours sheer hard pumping, except when the pump-boxes had to be renewed, before we could get at the lower hole to plug it up, but after that the water fast diminished inboard, and the pumps soon sucked, when our completely worn-out prisoners were cast off from the pumps, and food given to them for the second time in twelve hours. Food, too, was offered the carpenter by myself, but the grog and soaked biscuit I placed to his lips were rejected with savage loathing, and I left him to his fate in disgust. And well was it for this most determined man that the claims of hunger and fatigue had to be administered to by our worn-out crew, before his particular fate came under discussion, for even then, when sleep and food had softened down some of the violence of feeling existing against him, keel hauling and hanging were freely discussed as being all too lenient a kind of punishment for his sundry and horrible offences. Then flogging was talked of, such a flogging as man never yet got, of course, and then, as if some unseen difficulty had been overcome, such as the

hanging involved the perpetrators in, a grating was forthwith rigged, the poor devil's hands and feet unlashd, only to be relashed to it, and to which he was in no time secured like a spread eagle. Now, of all things, I had a horror at seeing a man flogged, even for theft, and would sooner take a mastheading for a day and night than see the lash descend on a poor fellow's shoulders, raising great welts beneath the skin till it burst, leaving the raw back streaming with blood ; so I slipped below, stowed away the only "cat-o'-nine-tails" that was on board, beneath my own bed, and then came up to see the result. The men asked for the cat, and were told to go and find it. Williams himself even aided in the search, and while this humane effort was being made, I went up near the prisoner, and caught his eye. It looked on me imploringly, but not from fear ; I went close up and said, "What is it?" He said, entreatingly, "Oh, sir, out dirk and stick me; oh, pray do, sir; don't let me be flogged like a nigger." Poor wretch, he quailed beneath the dread of the lash he would have administered to the back of a negro with exultation, as he would flog an unruly horse ; but I felt for his miserable plight, and when the men returned from a fruitless search for the cat, I begged it of them, as a personal favour, not to rope's-end him, as their suggested alternative; and after some little demur, they yielded the point, sulkily enough to all appearance, but in their hearts, I verily believe, with secret good will. I got him cast off, a Bible put in his hand, on which I swore him never more to try to injure ship, officers, or crew, or even himself. I then made him go before me below into the cabin, where, from over excitement and fatigue, he fainted away, and was for hours helpless as a child ; but oh, he had the spirit of a true blooded Yankee in him, and no mistake!

ON THE COST OF KEEPING SECOND AND THIRD CLASS YACHTS.

BY A YACHTSMAN.

MANY gentlemen wishing to keep yachts are anxious to know the expense of doing so. It is impossible to give other than an approximate one, as wear and tear must differ from the weather met with, but if no serious casualties arise, the following may be relied on, and, with good management, will leave a surplus at the end of the season.

For Second and Third Class Yachts fitting out each season, £1 per

ton ought to paint her, renew any used-up gear, and give a suit of clothes to the men, but would not include new sails or serious repairs.

The number of men, including skipper, is one man per ten tons, and if more than three are required, a steady lad would be found useful. Good wages at present, and for which picked men ought to be got, are,

A Coasting Skipper £1 15 0 per week.

Men before the Mast 1 5 0 „

Lads from 15 to 20 years, 15s. to 1 0 0 „

To insure obedience and attention to their duties it is customary to divide this into real wages and good conduct money, thus—

	Wages.	Per week.	Gratuity.
Skipper	£1 10 0	- - -	0 5 0
Men	1 2 6	- - -	0 2 6
Lads of 20s.	0 17 6	- - -	0 2 6

If the men conduct themselves well for a month the gratuity is strictly and honorably theirs, but if in the course of any month a man should sleep ashore without the permission of the owner or skipper, or come on board drunk, and yet, from his otherwise good conduct, the owner should not wish to discharge him, that week's gratuity to be deducted. But should there be one, two or three weeks' *gratuity* on the books due (over any full month), and the man's conduct so bad that he cannot be kept, then such week's and day's gratuity (over, if any,) to be forfeited by the man, but the wages to be paid. Should the man leave of his own accord the gratuity to be forfeited in like manner.

There is another abuse crept in which you must be careful to guard against. The men claiming their clothes. Thus a man misconducts himself, and you cannot keep him, he thinks his clothes belong to him ; or he wishes to go on board another yacht he affronts his employer, says he intends to go, and will coalesce with his mate, saying the owner has discharged him without fault, and walk off with his kit. This is done ! The remedy is to make the men sign on the wages book, that if they quit the yacht, or are sent away for bad conduct before the yacht is laid up for the season they are engaged for, they have no right to their clothes, but must leave them behind, without damage, in the yacht ; and that if the clothes are wilfully damaged beyond fair wear they will have to make them good before receiving any wages that may be due.

It will be at once understood that yachtsmen being desirous of getting picked men, and giving the highest wages for light work, they are liable to be imposed upon by the refuse of all ports, and nothing can save him but by the choice of a good skipper; without this there is no peace on board, and many a gentleman has been obliged to give up his yacht in

despair. There is a class of men that know nothing of the pilotage of our coasts beyond a nautical day's sail from their own port, who tempted by the high wages (and sheer impudence) present themselves as skippers, or as they say to take charge : such are what we call would-be captains ; with them your yacht is theirs ; they keep the yacht slovenly, slight their work, and sleep ashore ; even although the yacht is in danger, and if you live on board yourself you may (as I have had to do) turn out in the night to do his work. Such men are the pests of all yachtsmen.

The right man for a coasting skipper is one who has not been less than two seasons on board *yachts* as mate, and having passed an examination in plain sailing and pilotage, wishes to become fit to take the situation of captain on board large yachts where captains are usually engaged by the year ; such men, of good character, are the right men in the right place, and for such I should not hesitate to give £1 10s. per week, and 10s. week gratuity, or £2 per week.

REMARKS UPON A FUNDAMENTAL DEFECT IN THE EXECUTIVE* OFFICERSHIP OF THE NAVY.

SECTION I.—THE EVIL.

It must be apparent to every one possessing common reflection that, with an insulated country like our own, a navy is not only a " wall of defence " and a " right arm of power," but that special arm on which we must mainly rely for protection against attacks from without, and every far-seeing and patriotic man must desire to see it established in the highest practicable degree of efficiency. Our navy, instead of being only on a par with those of our Continental neighbours, should be superior to them in every respect, and to compass this end we must shelve those old traditions and prejudices which are obstructive in their character—be content to copy all that is good from other services, and adjust both our aims and our practice to that altered state of things which the revolution of time has produced.

Much, doubtless, has been done to improve our ships, so as to render them effective engines of war, and a few years have served to bring about, in this respect, changes as unforeseen as they are important. Much also has been, and still is being accomplished, towards improving the condition of our seamen, and it is undeniable that, as respects their pay, food, treatment, and other advantages, present or prospective, they have little left to complain of. The officers, also, have not been overlooked ; all ranks, as respects pay have,

* The term " executive " at the head of this paper, has reference to the fact that naval officers are divided into two principal branches, military and civil, terms sufficiently explanatory of their duties.

more or less, undergone a change for the better since the beginning of the present century, and as the practice of modern warfare is now reduced to a science, and success in it will not altogether depend upon nautical genius, dogged determination, and brute force, as was formerly the case, we are acting wisely in requiring from candidates for the introductory grades far higher qualifications than under the old system.

All this must fairly be admitted in justice to the ruling powers, and where there is so much that is tangible in the way of improvement, fault-finding would seem to be ungracious and out of place, but the public generally should, nevertheless, be told (as the case nearly concerns us all) that, notwithstanding what has been done, a "canker still eats at the core of the service," and seriously impairs its efficiency. It should be known that an exceptional grade among the officers, which arose in exceptional times, and was only calculated to answer a temporary purpose, has been perpetuated in the face of its acknowledged prejudicial operation, and in spite of the representations of candid and liberal-minded men who have the good of the service at heart. The anomalous grade I allude to is that of "Master," an officer whose title is unmeaning and contradictory, and whose presence in the service is an element of confiction, disunion, and weakness. At the present time, when a spirit of fairness and inquiry actuates the public, and a special committee is sitting to inquire into the promotion and retirement of officers of the navy, it may be useful to direct attention to the subject; to show how defective the present system is in its practical working, as the point worthy of chiefest consideration, and that it is just one of those cases which must be taken out of the hands of the ruling executive, and be subjected to a searching legislative probing, as affording the only chance of an efficient remedy being applied. Happily, the whole merits of the case may be decided by the plainest rules of common sense and experience, and thus tried, there cannot be a doubt that, in its moral or depressing and degrading effect upon an important class of officers, and in its tendency to sap the professional knowledge and practice of the great majority of the executive class, the evil is one of magnitude, and one therefore which calls for prompt abatement.

The subject is too important in its bearing upon the well being of the naval service, to admit of a doubt that it will materially suffer from my imperfect treatment of it, but in the few remarks I have to offer, I will endeavour, as well as I can, to state briefly the origin of the rank; to contrast the positions of the original and the present holders of it; to show its practical working and its effect, and then to point out the only effectual remedy.

The existence of the rank of master dates back to a remote period, being coeval with the establishment of the navy itself. Before there was a royal sea service, the usual practice when any over-sea expedition was to be undertaken was for the principal commercial ports of the kingdom according to their good will and ability, to supply a certain number of vessels equipped and manned for the King's service, and in these vessels royal officers were embarked, not to work, but to fight the ships. Thus, Grimsby supplied eleven vessels and 170 men for the siege of Calais, and Boston, Yarmouth, and the Cinque ports others in proportion, and these ancient filibustering

expeditions were saved from vulgarity by being often led to victory by the monarch in person. This crude system, however, was in time found to be inconvenient; the establishment of discipline was next to impossible; the vessels were bad sailers, and otherwise inefficient, and hence arose a desire on the part of the Government to possess vessels of its own of a superior class. Accordingly, in the time of Henry VII., war ships were first built for the public service, but instead of organising at the same time an efficient body of officers, our ancestors contented themselves with introducing masters from the merchant service, and to these *Masters in the Navy*, as may be seen by reference to the earliest instructions issued, was delegated the charge of all matters relating to equipment, stowage, and navigation, while the admirals, captains, and other principal officers, though distinguished for their courage in the field, and often for their ability in the Cabinet, were entirely innocent of any knowledge of seamanship, or the principles of naval tactics. The chiefs were mostly military officers, and many are the amusing tales recorded of these "booted and spurred" soldier-sailors, whose fame is perpetuated by our late historian in the 1st vol. of his History of England, p. 297, et seq. He refers to the fact that, up to the time of Charles II., no state, ancient or modern, had made a complete separation between the naval and military services. The heroes of the old world, for instance, fought battles both by sea and land, and in more recent times the right wing of the army at Flodden was led by the admiral of England, while the battles of Jarnac and Moncontour were conducted by the admiral of France. Neither the conqueror at Lepanto, nor Lord Howard of Effingham, who defended our shores from the attack of the Armada, had received the education of sailors, and Raleigh and Blake distinguished themselves as soldiers before they became celebrated as naval commanders. Great fleets were also entrusted to Rupert, renowned as a daring cavalry officer, and to Monk, who, when he wanted his ship to tack to larboard, moved the mirth of his crew by calling out "wheel to the left!" No doubt it must also have been one of these heroes of whom it is recorded by the nautical Joe Miller, that while tacking the ship from instructions contained in a book placed upon the capstan-head, and not observing that the wind had turned a leaf over, followed the order "mainsail haul," by another to "let go the anchor," to the consternation of the tars, if not to his own. However this may be, the passage in Macaulay's history affords a striking picture of the officership of the navy at the time of which it treats.

One point observable from the state of things at this period is worthy of special attention, viz., that *there was no bar to the advancement of masters in the navy to the higher grades of the service*. Macaulay, after giving a description of the courtier sailors in the time of Charles II. states that, "mingled with them were to be found, happily for our country, naval commanders of a very different description, men whose lives had been passed in the deep, and who had worked and fought their way from the lowest offices of the fore-castle to rank and distinction. One of the most eminent of these officers was Sir Christopher Mings, who entered the service as a cabin boy, who fell fighting

bravely against the Dutch, and whom his crew, weeping and vowing vengeance, carried to the grave. From him sprung, by a singular kind of descent, a line of valiant and expert sailors. His cabin boy was Sir John Narborough, and the cabin boy of Sir John Narborough was Sir Cloudesly Shovel. To the strong natural sense and dauntless courage of this class of men England owes a debt never to be forgotten." Admiral Sir John Lawson also, one of the bravest officers who fought in the wars with Holland, was brought up in the north country coal trade, and Sir John Barrow tells us in his biography of Anson that, in 1746, Mr. Brown, the master of the *Shoreham*, was promoted to Commander, and afterwards to post-rank, for gallantly capturing a privateer from Bilboa. The immortal Captain Cook, the explorer of a continent, which, in our day, promises to rival the old world, was originally a master in the navy, and in more recent times, Bowen, the master of Lord Howe's flagship on the 1st of June 1794, was made a captain, and died an admiral; for formerly, when the loss of a vessel was nearly a national event, a man well versed as a seaman and navigator was sure to meet his reward, and to be held in just estimation. Without carefully searching the naval archives, it would be impossible to say how many of the early masters were thus promoted, but published records suffice to show that several of them were advanced to commander's rank without passing through the grade of lieutenant; that subsequently to the time of William and Mary, they were only second to the captain in responsibility and importance, and that up to the beginning of the war in 1793, the holders of the rank enjoyed advantages which have not fallen to the lot of their successors in the present day.

It appears that the French were the first to draw a line between the two professions which had hitherto been confounded, for, in 1672, that Government determined to educate young men of good family from an early age specially for the naval service, an example that was partially followed by our own authorities a few years later. The evil of confining that professional knowledge to one officer which should be possessed by all, became apparent, and Sir John Barrow, in the work just alluded to, while quoting from a series of Admiralty records named the King's collection, states that "in 1674, when Prince Rupert was Lord High Admiral, a resolution was taken that all captains should, before appointed to the command of sixth-rates" (rate being another term for size) "be examined by the Trinity House touching their qualifications as master, and bring from thence certificates of their being able to take charge of them *as master*, and this notwithstanding they had the command of bigger rates before." Sir John also adds that "in 1692, when the Earl of Pembroke was at the head of the Admiralty, the rule was renewed that, all commanders of sixth-rates should first pass their examinations as masters; and in 1697, when the Earl of Orford was First Lord of the Admiralty, masters were abolished from fire ships and sixth-rates, and lieutenants allowed in their room; and by minute of the 4th of February, 1697, it was resolved that, for the future, all commanders of fire ships and sixth-rates have their commissions as *masters and commanders*, and have no masters. These commissions, after maintaining their ground nearly a hundred years,

were changed to commanders.' It thus appears that masters in the navy were called into existence on account of the professional ignorance of the early naval commanders, but as these latter qualified themselves for charge, the masters were removed, and one would reasonably expect that, in time, these nautical nurses would have been dispensed with altogether. This, unfortunately for the service, was not the case, for owing to influences which are uncommonly active in the present day, a practice was re-adopted which our forefathers, with greater practical wisdom, had detected the evil of, and partially remedied.

By imperceptible degrees, and from no mysterious cause, the fact of holding, or having held master's rank, became a bar to advancement. For some time before the French Revolution promotions in the navy were rare, and were confined to those possessing interest, but matters became entirely changed when war broke out in 1793; captain's and lieutenant's commissions were coveted prizes to young men of spirit, and those among them qualified for the performance of the duties of master, naturally shrunk from undertaking them. This aversion to the office was not to be overcome by certain specious inducements held out to them, and the difficulty of procuring officers qualified to navigate our ships eventually became so great, that merchant captains were at once admitted as masters, without any previous service in the navy. It is not to be wondered at that, directly these recruits understood the exact nature of their new position, they became unwilling to remain, for the ships' muster-books of the period inform us that these acting masters deserted in some instances, and that two of them who had obtained leave to go to London to pass at the Trinity House, never returned, having, no doubt, thought it as honourable, and more profitable, to resume their old commands. But mark the contrast,—the man who, though qualified for the master's appointment, took that of master's mate instead, would, by fortune, if not by merit, obtain a lieutenant's commission, and possibly an admiral's flag in the end.

In 1803, as with the intention of still further degrading the master and depriving him of all hope, an order in Council was promulgated to the effect that "no person who had been a master by warrant, *or by order acting as such*, should be eligible for promotion to lieutenant, *although he might have served his six years as midshipman previously to his taking such an appointment.*" It was in harmony with the above enlightened order that the late Sir Joseph Yorke, while First Lord of the Admiralty, in answer to an M.P. who sought the promotion of a midshipman 16 or 17 years standing replied, "that upon examination of the books, it was found Mr. ——— had been acting as a master, and, *consequently*, could not be promoted to a lieutenant's commission." We are at no loss to understand the cause of this heartless injustice, as it is very apparent. It is not to be denied that the introduction of the sons of the aristocracy and men of influence into the service was beneficial in many respects, as it gave a tone and consequence to the navy, but there is no royal road to efficiency, and as these offshoots of a fortunate growth felt a natural repugnance to a Trinity House examination, we cannot

feel surprised that they made use of their influence to substitute for the appearance at Tower Hill, the easier ordeal of a Somerset House scrutiny, where the test of fitness, often confined to the power of answering the kind, rather than the searching questions,—“How is your honourable papa or mamma?” and “Will you take a glass of wine?” at once placed the fortunate and youthful officer on the road to a post-captain’s commission and a flag. But the very fact of its being no longer necessary for a captain to have passed a master’s examination, rendered the retention of the master as a “permanent institution” a matter of necessity, for upon him would mainly depend the safety of ship and crew. Consciences, however, are occasionally subject to qualms, and the order in Council of 1803 appearing to have been considered as going too far, it was rescinded in 1805 by another, which, if less degrading to the master, was hardly less impolitic. It graciously permitted the eligibility of masters *to promotion to the rank of lieutenant* in cases of merit, but it left all dependant upon the arbitrary selection of the Admiralty, and it is, therefore, not surprising that distinguished services in cutting-out expeditions, and being frequently gazetted among the wounded, were not regarded as establishing any claim to advancement. In one or two instances, however, the services performed by these officers were of too brilliant a nature to admit of their being overlooked; Sir Richard Strachan’s master was fortunate enough to obtain advancement, and the master of the *Amethyst* received a like reward after her capture of the *Thetis*, a miserable dole of honours this, truly, to a class of officers who, in common with others, fought, bled, and bore themselves right nobly against the enemies of their country during the last French wars. Coming to more recent times, the well known and meritorious Captain W. H. Hall has also been fortunate enough to “break the blockade,” and escape the lot of his compeers. Exceptional circumstances, however, operated in bringing this about, for having an absolute command in the service of the East India Company, he was able to place his “*Nemesis*” in the position best calculated to do service, and it is no wonder that his feats called forth the admiration of his associates, and proved at the same time that the experience he had gained as a master in the navy was of no mean order. Had he unfortunately been master of the flagship, or in command of a Government vessel for instance, the annals of the war in which he was engaged inform us that his gain would have been nil, and his well earned promotion, consequently, serves to bring out in strong relief the disabilities which, under other circumstances, would have crushed the spirit of this valuable officer.

The historic record of the rank may be brought down to the present day by a reference to only a few more examples of administrative justice. Several of these instances may be considered trivial, but truth embraces the minutest details, and the smallest matter is productive of either good or evil. The facts I shall advert to are, at least, so far important that they serve to indicate the existence of a settled determination on the part of the authorities in dealing with the class of master to subordinate these holders of an office of trust, and on all but undivided responsibility.

Under the old regulations, the rank of the master of the Fleet, an officer who is second only to the admiral in responsibility, and upon whom the safety of every ship in the fleet mainly depends, was not very clearly defined, but as he was directed to wear the uniform of a commander, it was naturally supposed that the poor master had a prospect, for once in his official life, of being free from the control of the junior lieutenant; the regulations of 1844, however, quickly dispelled the illusion, for they left him subject to the vagaries of a beardless boy who might enjoy the accident of a lieutenant's commission.

Greenwich Hospital, that refuge for the destitute, opened its portals to every officer in the service, but closed them against the master. This disability was not removed till the year 1846: at the present time there are but two masters receiving pensions from that establishment, while the advantage is enjoyed by fifty-four lieutenants.

The sons of masters were not eligible for admission to the Naval College at Portsmouth during the time of its existence.

The command of packets and appointments to the ordinary, given to masters for the express reason that they were not eligible for promotion, were, in recent times, taken away from them.

A naval and military commission in 1840 resulted in an improvement of the positions of lieutenants, surgeons, and paymasters, but the masters were not allowed a "*locus standi*," though they prayed by a memorial to the committee, and by another to our gracious Queen in Council, that their case also might be taken into consideration.

It is a general remark among naval officers that, in the hydrographic branch of the navy, essentially a civil service, and where the masters form a large proportion of the officers employed, there has been no promotion to the master for surveying services (for the change of rank in one instance from master to lieutenant does not fall under this head), while it has been liberally bestowed upon the other officers. It is to be hoped that the present committee will call for a return of the facts bearing upon this point.

The office of master of the fleet is held forth as the staff appointment of the master's class, but no officer of this rank is attached to the fleets now in commission, though they are duly provided with staff officers of the other grades, as captains of the fleet, inspectors of machinery, &c.

An Admiralty circular, No. 384, published on the 1st of September, 1859, establishing a scale of travelling expenses for officers employed on the home station, provided an allowance for subsistence of £1 per diem to commanders, but to the masters of the fleet who ranks with those officers, ten shillings only.

And lastly (not to multiply instances), in 1846 the Queen attached her signature to an order in Council, providing for the advancement of such masters as might "distinguish themselves" to the rank of commander, a resolution apparently condemnatory of the past, and promising for the future. But mark the result! The Russian war took place, and it was productive of promotion in the advancement of two hundred and fifty more to be lieu-

tenants, of one hundred and twenty lieutenants to be commanders, and of upwards of fifty commanders to be captains, in addition to which, fifty-seven of the captains were decorated with the Companionship of the Bath, and some of that number had also good appointments and pensions bestowed upon them, to prevent the possibility of their services not meeting with a due reward. Surely among the recipients of such a profuse distribution of honours, the masters, having the order in Council of 1846 to back them, came in for the crumbs from the prodigal table! Not so. Though many of them were gazetted for acts of bravery, *the order was not carried out in a single instance by the promotion of a master to commander, as therein provided for.*

But though the authorities did not so recognise the services performed by masters, distinguished services were, nevertheless, performed by them. Take an instance or two. The pioneer who found out the road, and led the way into the Sea of Azof, and thus enabled many of the fortunate class to obtain their honours, was a master. The man who guided the expedition to the capture of Kinburn, was a master. The men who peeped into the Baltic, and as the result of that peep, took vessels through tracks which their predecessors in former wars never attempted, were masters. The man to whom was committed the highly responsible duty of conducting across the North Sea and into the Baltic, the first French army ever embarked in an English fleet, was a master. The men who surveyed the channels, and picked up the infernal machines of the Russians, were masters. The man who assisted, and mainly directed, in forcing a vessel through one hundred miles of ice, so as to obtain information of the enemy's movements, was a master. He who conceived the ingenious plan whereby the British army was landed in the Crimea with safety and dispatch; who, as Lord Raglan observed, did more for the army than any one, and without whose help Lord Lyons averred "the army could not have gone to the Crimea that season," was a master, and the same officer commanded a powerful steamer in the sea attack upon Sebastopol. These services, like those of his compeers were, we must suppose, held to be merely commonplace, but the command of a ship under fire was characterised as "distinguished" when performed by lieutenants and commanders, and these latter were therefore promoted without exception, while the unfortunate but gallant Roberts, whose important services to his country we have just epitomised, was passed over. This ill-used man, while approaching a premature end shortly afterwards, and smarting under a sense of unmerited neglect, petitioned with his dying breath that their Lordships' would rank his services among the "distinguished" ones, and for once carry out the order in Council of 1846 by promoting him to commander. Though his strong claims upon the Government had been recognised by Lord Raglan, and were backed by Lord Lyons, and, though the attention of the House of Commons was invited to their nature and to their merit, poor Roberts pleaded in vain; he failed in reaching the goal of every deserving and aspiring officer, and shortly afterwards died a master. With this case, which I find detailed in a small work, entitled "The Service and the Reward," published by Oakey of 10, Paternoster Row, and which cannot be too widely

circulated, I close this painful record of systematic injustice, for painful it must be to those who possess a spark of proper feeling, or who understand what is meant by an Englishman's "love of fair play."

In the foregoing narrative I have endeavoured to give a brief, but truthful sketch of the origin, former position, and gradual declension of the rank of master in the navy down to our own day. I have pointed out that the appointment of this class of officer was intended to supply a temporary want, and that it was only calculated to answer a temporary purpose. I have shown that, as the causes which made it expedient to constitute an exceptional grade for the performance of a specific duty ceased to exist, and our ancestors were gradually accommodating themselves to the change, an exclusive and selfish element was introduced into the service, and claimed its immunities,—that this, in turn, resulted in such an alteration in the position and the prospects of the master that, the working and the fighting which led to the distinction of his predecessors in former days were allowed no longer to stand him in stead; that he was gradually degraded and rendered ineligible for advancement, and so it remains to the present hour.

The increase of pay which masters have received in recent times, in common with other officers, will be adverted to hereafter. I have purposely confined the foregoing remarks to a description of the nature of the master's rank, and of the disabilities attached to it; the evil effect of this upon the executive branch of the service generally, I will point out.

(To be Continued.)

PRINCE OF WALES' YACHT CLUB MATCH.

THIS Club on Tuesday 21st of May commenced the yachting season on the Thames, and a better day could hardly have been selected; the weather was delightful for the pleasure seekers, with just sufficient wind to give satisfaction to the aquatic portion. The Oread with a tolerably fair company sped from the Blackwall pier between 11 and 12 A. M. and proceeded to Erith, where we found the following yachts riding quietly, with their canvas ready for hoisting, and ready to do battle for the honour as well as the gratification of winning the cup.

Numbered as in Hunt's Yacht List for 1861.

No.	Names of Yachts	Rig.	Tons.	Owners.	Builders.
82	Bessie	cutter	10	J. H. Hedge, Esq.	Harvey
1243	Why Not?.....	cutter	8	J. C. Gray, Esq.	Hatcher
1059	Violet	cutter	9	Lord de Ros	Aldous
825	Rifleman	cutter	7	W. R. Gade, Esq.	Aldous
523	Jessie.....	cutter	7	R. Hewett, Esq.	Tuckwell

The appearance of these vessels gave promise of a good match—two of them (the Bessie and Why Not) were new boats, and from its being known that their respective builders would sail them, much speculation was rife, as

it seemed to be the general opinion that one of these vessels would be the victor. The good ship Violet however was not without her admirers, the well-known honourable and fair sailing of her owner being a guarantee that she would be sailed to win if possible. The Rifleman was not thought of as a winner, and the Jessie was known to be only entered to make up the match, she not being in the least prepared for racing.

The signal for starting was fired about 12h. 30m. 30s. Violet's crew with surprising alertness first set mainsail, and was first canted, but Jessie being in the strength of the tide took the lead. In setting topsails the Rifleman was first, Bessie and Why Not had some little difficulty in executing this manœuvre, however, after some few seconds the whole fleet were fairly on their course. The Violet wrested the lead from Jessie, and they went through the Rands in the following order:—Violet, Jessie, Why Not, Rifleman, and Bessie last. Up went squaresails, and we were rather surprised at the small apology set by Why Not, which in comparison was only a pocket handkerchief. However, the "wise men of the Itchen" knew what they were about. The wind which had been about N.W., at starting shifted a point or two in traversing Long Reach, and they all jibed, when the Southampton pet catching a breeze she dashed past the Jessie and took second place; the Bessie gradually overhauled and passed the Rifleman.

In this order they rattled through Long Reach, the Bessie evidently lessening the distance between the Jessie and herself, and in passing through Fidler's Reach the breeze freshened, the Bessie here showed that she was possessed of racing powers, for when off Grays she shot ahead of Jessie, and now the race between the three favourites absorbed the attention of the company on board the Club steamer. When passing Gravesend the Violet was still leading, followed by Why Not.

In passing through the Hope the Why Not endeavoured to pass through the Violet's lee but was stopped, not attempting to pass to windward. In the meantime Bessie was making tracks, and when off Shell Haven was coming up fast to the leading vessels; here the Why Not again tried to pass Violet, suddenly shooting astern of her, passed to windward, and thus succeeded in being the first round the steamer off the Chapman.

The time was as follows:—

	h.	m.	s.		h.	m.	s.
Why Not.....	3	4	24	Rifleman	3	7	0
Violet.....	3	4	45	Jessie.....	3	14	30
Bessie.....	3	6	25				

Thus half the match was accomplished with a flowing sail—the time occupied by the first vessel being 2h. 31m. 36s. at the rate of 9 miles an hour.

Previous to rounding, the Why Not prepared to beat back by shifting her topsail, and she had scarcely got clear of the steamer when she encountered an obstruction from a sailing vessel; this enabled the Violet to make up for lost time, and she passed well to windward of the leading competitor. The Bessie, now began to shake her feathers, and awaken to the knowledge that, it was time to look sharp, if she meant winning. She made long tracks,

and in the third board passed the Why Not, and Violet, to windward, and now, it was very uncertain which had the best of the race. Ultimately, the Why Not, by making short boards, gradually drew ahead, and had not she met with an unfortunate "stopper" off Thames Haven, her chance of winning was exceedingly good. The mischance we allude to, was rather surprising, considering that the pilot and the crew know every inch of the river. However, accidents will occur to the best, and we regret it was so on this occasion. The little vessel, in standing over to the north shore touched the ground, where she hung three or four minutes, which enabled Bessie to take advantage of, and pass her. Every legitimate exertion on the part of Why Not's crew was made to get her off, which at length was successful, but that lost time, lost her the first prize, and it was fortunate for her the Violet was some distance astern, or the second prize even would have been lost. The breeze shortly after freshened, the Bessie drew away, keeping the lead; and finally, they rounded the flag-buoy as follows:—

	h.	m.	s.		h.	m.	s.
Bessie	7	36	35	Rifleman	8	12	15
Why Not	7	39	0	Jessie	8	55	0
Violet	7	50	15				

This was a time race, and the Bessie had to allow half a minute per ton, for difference of tonnage, therefore, she only became entitled to the first prize by 1m. 25s., and the Why Not received second prize. After the protest made by Lord De Ros, had been investigated by the Sailing Committee, it appears the Why Not was pushed off by means of a shore spar, and his lordship thought the rules forbade such leverage. On being informed that, the rules did not make any mention of such acts, the protest was immediately and cheerfully withdrawn.

Mr. J. S. Adams, the Vice-Commodore, presented the prizes; the first to Mr. Hedge, the owner of the Bessie; the second, to Mr. D. Hatcher, as the representative of Mr. Gray, the owner of the Why Not. The first prize, was a silver cup, value 20*l.*, given by the Commodore: the other, a silver cup, value 10*l.*, given by Mr. A. Turner.

During the presentation of the first prize, we observed Mr. Harvey, and Mr. Hatcher, standing arm in arm, each actuated by the kindest feeling to the other. This is the way such matches should end, and we heartily hope that good feeling will continue through life.

Having alluded to the builders, we will give a slight opinion of the craft. The Bessie is long, and looks of greater tonnage than she actually is. She is very quick in stays, in fact, on several occasions she appeared as though placed on a pivot, she wore so quickly without losing way in the least. She was also more suitably canvassed than her competitor. The Why Not, is an exceeding good sea boat for her tonnage. and like the generality of Hatcher's craft there is no lack of speed, and any vessel of her tonnage will meet a formidable opponent in the Why Not.

PRIVATE SAILING MATCH.

A **SMART** little affair came off on the Thames the beginning of last week, in the shape of a friendly match between the *Eva*, 20 tons, Mr. W. R. Gade, and the *Amazon*, 46 tons, Mr. H. Smith. The course, from Gravesend to the Nore and return to Erith; time for tonnage, one minute per ton, the start to take place when both vessels were under way. The wind was N.E., blowing very fresh. The *Amazon* made sail with second jib and a reef in the mainsail; the *Eva* with two reefs down, but with a good sized jib. The *Amazon* hove to for her opponent, and when fairly abreast a short way below Gravesend both started on their course—the *Amazon* being to leeward—at 11h.32. The *Audax*, Mr. Johnston, came down astern with third jib and single-reefed mainsail, and the *Shadow*, Mr. Marshall, afterwards joined company off Mucking Light, under snug canvas. A couple of boards were made in the Lower Hope, the little *Eva* standing up well through the puffs and slipping through the water beautifully, while the bold *Amazon* led the way well at the upper part of Sea Reach, with her sails just full. The wind here lulled a trifle, and the *Amazon* shook out the reef in the mainsail, sent up her topmast, and set a jib-headed topsail, which, in our opinion, would have been much better in the sail-room, for it never stood properly until after rounding. The *Audax* and *Shadow* came bowling along together, the latter holding very good way, while the *Amazon* forged well ahead, and passed Southend Pier at 1h. 1m., and rounded the Nore at 1h. 19m., having put her nose well into it for the last quarter of an hour, with her lee deck well washed. The *Eva* came boldly on, and really made wonderful weather of it, considering the tumble there was on, and rounded at 1h. 35m. The sailing was now free, but the tide was running down apace, and likely to do so till long after Erith should be reached. About the head of Sea Reach the *Eva* shook out her reefs, and afterwards set a gaff-topsail. Gravesend was passed by the *Amazon* at 3h. 40m. and Erith at 4h. 54m., the *Eva* coming up at 5h. 38m., being a difference of forty-four minutes, or eighteen minutes over the time allowed. From what we saw of the *Amazon* that day, we believe that she is improved by the docking of her spars and canvas. The pace was certainly very good—a little over four hours from Gravesend, round the Nore, and back, the latter part against a good tide. The *Eva* is a pretty little craft, but was overpowered by her antagonist in such weather.—*Bell's Life*.

RANELAGH YACHT CLUB MATCH.

ON THE 25th ult., we attended this above bridge match, and if we had not seen the obstructions the vessels had to contend with, we should certainly not give credit to the perseverance that was displayed on the occasion. The signal gun to take stations was to fire at 1h 15m., but from barges towed by steamtugs being in the way, the whole affair had to be newly arranged, and

instead of going to the Wandle, the flag-buoy was moored off Wandsworth pier.

The following yachts contended :—Little Vixen, 4½ tons, Mr. J. Gardner, Clara, 7 tons, S. A. Moore, and Mayfly, 3½ tons, Mr. Roe.

Mr. Royston's Ben Webster, 4 tons, and Spray, 4½ tons, Mr. Haines, did not sail, why the former was absent, we cannot say, but we regret to add that, the Spray, capsized before the time of starting and drifted with the tide to the new railway bridge.

The Little Vixen, took the lead at starting, and notwithstanding the press of canvas of Clara, she rounded the buoy off Wandsworth, some distance ahead, but when sailing free, the squaresail of Clara, told in her favour, and on completing the first round, she was ahead, but the Little Vixen again gained the lead, which she kept throughout the two following rounds, winning the chief prize, a silver cup, value 12*l.*, given by Mr. Reynolds, and the Clara received the second prize, value 5*l.*, given by Mr. Roe. The whole affair was completed by 5 p.m., and a pleasant voyage to Richmond and back, concluded the first, and we should suppose, the last match of the Ranelagh Yacht Club, *above* bridge.

MEMORANDA OF YACHT CLUB MEETINGS.

Royal St. George's Yacht Club.—The annual general meeting of this club was held on Tuesday, May 7, when there was a very numerous attendance of members. The following noblemen and gentlemen were elected officers of the club for the ensuing year :—Commodore, the Marquis of Conyngham ; Vice-Commodore, Capt. R. J. Henry ; Rear-Commodore, A. E. Bowen, Esq. ; Committee, Charles Vernon, E. J. Armstrong, Edward Hornsby, Hon. George Handcock, Sir Jocelyn Coghill, Bart., Major Sir Henry Marsh, Bart., Lowry Balfour, R. Bayly, Burton Irwin, Thomas Worthington, W. Roche, E. J. Barton, Esqrs., Captain Graham, and Major Edwards. The report of the outgoing committee was read and passed by acclamation, and the statement of accounts afforded the highest gratification. The balance at the club bankers was shown to be £1,400, and a sum of £164 invested in government stock. The wine in the club cellars was valued at £500. The various new rules proposed by the committee, limiting the balloting of members to the first Tuesday in each month from April to October, and allowing any number of candidates to be put up at once, instead of, as heretofore, balloting every week, and limiting the number of candidates to eight, were carried with hardly a dissenting observation ; also a rule requiring the names of candidates to be posted fourteen days, instead of seven, as was the former custom. The proceedings were brought to a conclusion in the most satisfactory manner, and the members then adjourned to the banquetting saloon, where the usual dinner, held annually upon such occasions, was served in the style for which the steward and *chef* of this club have become famous. Owing to the unavoidable absence of the noble Commodore, and

also that of the Vice-Commodore, who was unfortunately detained in London at the Admiralty Court, the chair was taken by the Hon. George Handcock, and the vice-chair by the senior trustee of the club, E. J. Armstrong, Esq. The usual loyal toasts were ably proposed by the chairman, and enthusiastically received. The army was responded to by Major Percy Lee, and the navy by Admiral Sir Burton Macnamara. The health of the chairman was very ably proposed and as suitably responded to, as also that of the committee. The meeting was altogether of the most agreeable character. The club-house has been newly decorated and re-painted, and reflects the highest credit upon the taste and judgment of those upon whom the duty devolved. A large number of yachts are fitting out, whose names shall be duly chronicled as they arrive upon the station.

Royal Victoria Yacht Club.—The Annual General Meeting of this club was held the 24th of May, at the Thatched House Tavern, present, George Holland Ackers, Esq., Commodore, in the chair; Admiral Sir Thomas Cochrane, K.C.B., N. P. O'Shee, Esq., J. C. Morice, Esq., Pakenham Mahon, Esq., J. Fearon, Esq., E. J. Smith, Esq., Captain Henderson, C. J. Allen Maclean, Esq., Thomas Leach, Esq., Samuel Paynter, Esq., T. P. Cooke, Esq., Lawrence Behan, Esq., J. Lean, Esq., H. J. Baxter, Esq., Robert Taylor, Esq., George Colin Oliver, Esq., &c.

The Committee reported the satisfactory state of the club. The election of Committee and Auditors, together, with other club business, was transacted, and the meeting terminated by a vote of thanks to the chairman.

The Regatta was named for the 13th of August, and following days, and it was proposed to give a prize of 100*l.* value to be sailed for by yachts belonging to any Royal Yacht Club, and two of the value of 50*l.* each, to schooners and cutters of the club. Other details to be settled at a subsequent meeting of the Sailing Committee.

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

A MEETING of this Institution was held on Thursday, the 2nd ult., his Grace the Duke of Northumberland, K.G., President of the Society, in the chair. There were also present :—Admiral Sir Thomas Herbert, K.C.B., Captain Sir Edward Perrott, Bart., Thomas Chapman, Esq., F.R.S., Colonel Palmer, Bovesefeur, Esq., Captain Washington, R.N., F.R.S., Hydrographer of the Admiralty; Captain de St. Croix, Captain W. H. Hall, R.N., O.B.; Admiral Cator, George Lyal, Esq., M.P., and Admiral Bullock.

Mr. Lewis, the Secretary, read the minutes of the previous meeting :—A reward of 6*l.* 10*s.* was granted to the crew of the Institution's life-boat, stationed at Middlesborough, for saving the crew of four men of the schooner Oregon, off Stonehaven, which, during cloudy and boisterous weather, had sunk in Tees Bay. Some steam-tugs had previously attempted to approach the wreck, but found it impracticable to come near it. The life-boat however ploughed through the breakers with little apparent difficulty, and soon

brought the poor men, who had taken to the rigging, safely to land. Rewards amounting to 19*l.* 10*s.* were also given to the crews of the life-boats of the Institution stationed at Margate, Drogheda, and Arklow, for putting off to vessels in reply to signals of distress, but which, after the arrival of the life-boats, had got out of their dangerous positions, and proceeded on their voyages.

The Silver Medal of the Institution was voted to Captain Goss, R.N., Inspecting Commander of the Coast Guard at Queenstown, who had previously received the Gold Medal of the Society for some distinguished services, and to John Starke, together with 2*l.* to the latter, and 16*l.* to their boat's crew of eight men, for putting off in a Coast Guard boat during a truly awful night, and rescuing, by means of the rocket apparatus, which was fired by them from a rock over which the sea was occasionally breaking heavily, twelve out of thirteen of the crew of the Austrian brig Uredon. It appeared that the ship, in endeavouring to make, in the night, for Cork harbour, during a heavy gale of wind from S.W. upon a dead lee shore, drove on some isolated rocks off Guilleen, about a quarter of a mile from the shore. The seas in their fury leaped up to the masts on which the poor creatures were crowded, and death in one of its most appalling forms stared them in the face, for they thought that it was impossible for help to reach them in such a dangerous place. Indeed, the fury of the storm, the lateness of the night, and the apparent inefficiency of the means of succour at hand—for the nearest life-boat was about twenty-five miles distant—were enough to appal the stoutest hearts to attempt a rescue under such circumstances. However, the attempt was made, and the rescue, after six hours of ceaseless toil and imminent risk, was successfully accomplished, to the amazement and great gratification of twelve of the ship's crew, one of their mates having previously thrown himself overboard in despair and been lost. The vessel in a few minutes afterwards went to pieces.

The Silver Medal of the Institution was also voted to Lieutenant Hutchinson, of Kingstown, and Lieutenant Parsons, of the 35th Regiment, in testimony of their gallant services in aiding to save three out of four of the crew of the brigantine *Industry*, of Whitehaven, which, during the memorable gale of the 9th of February last, was wrecked off Kingstown, on which occasion Captain Boyd, R.N., and his brave crew unhappily, but nobly, perished. Lieutenant Hutchinson, in rushing into the surf to save the master's life, was severely injured and rendered insensible, in which state he was himself rescued by some other men. It was reported that the Institution had, during the past month, sent new life-boats and transporting carriages to Whitby, in Yorkshire; and to Irvine, in Scotland. A powerful life-boat would also be sent in a week or so to Selsey, near Portsmouth. Life-boats were also being built by the Institution for Tynemouth, in Northumberland; Scarborough, in Yorkshire, and other places. Altogether the Institution would soon have a hundred and twelve life-boat establishments under its charge, towards the continued maintenance of which, in a state of efficiency, the support of the public was earnestly solicited.

Messrs. Forrestts had received orders to build another powerful life-boat and carriage for the Government of the Cape of Good Hope, on the plan of those of the Institution.

A legacy of 500*l.* was announced to have been received by the Institution from the late Mrs. Shedden Watson, who wished it to be appropriated in the purchase of a life-boat, to be called "The Brave Robert Shedden," in memory of her late son, who was a Lieutenant in the Royal Navy, and had been round the world in his own yacht. It was reported that a benevolent gentleman had intimated his intention to bequeath to the Institution 3,000*l.*, under certain conditions, to enable it to place two or three life-boats on the coast.

The thanks of the Institution were voted to the Rev. H. J. Hutchesson, M.A., for presenting to the Society 180*l.*, to pay the cost of the Dungeness life-boat, and 20*l.* in aid of its general funds. Also, the Institution's thanks to a lady for her munificent gift of 200*l.* to the Institution. The Committee decided on exhibiting, at the Great Exhibition of 1862, one of its first-class life-boats on her transporting carriage. Payments amounting to 1,050*l.* having been made on various life-boat establishments, the proceedings closed.

ADMIRALTY WARRANTS.

[Having been favored with the following Admiralty Order, we naturally wonder for what purpose the information sought is required, and in the absence of that knowledge, we are left to suppose that, the alteration from old to new measurement will be the result; but should such be the case, a great number of yachts will be *disfranchised*, unless their Lordships also alter the present privilege.—ED.]

(Copy.)

ADMIRALTY, 19th April, 1861.

SIR,—I am commanded by my Lords Commissioners of the Admiralty to acquaint you that they have had under their consideration the Form of Warrant which they are in the habit of granting to Yachts, authorizing them to wear special Ensigns, in which Warrants the several Yachts are very inadequately described, and that my Lords have decided to issue, instead thereof, Warrants containing additional particulars, as shown in the enclosed Form, and which are to be substituted for those hitherto in use, as soon as may be practicable.

My Lords being, however, desirous that the change should be effected with as little inconvenience as possible to the several Yacht Clubs, direct me to inform you that if you will transmit to me, as soon as you can do so, a List of all the Yachts belonging to the Royal Yacht Club, with the several particulars required by the new Form of Warrant, the same will be prepared and will be issued on and after the 1st of June next on your applying for them, and on your transmitting at the same time the Old Warrant, for which the

proposed Warrants are to be substituted, observing that none of the former Form will remain in force after the 1st of January, 1862.

It will be desirable that you should send me a List of the Yachts in as complete a state as possible, without delay, in order to prevent inconvenience to the Owners of Yachts when exchanging the Old for the New Warrants on and after the 1st of June, 1861.

I am, Sir,

Your most obedient Servant,

(Signed)

W. G. ROMALNE.

To the Secretary of the

Yacht Club.

By the Commissioners for executing the Office of
Lord High Admiral of the United Kingdom of
Great Britain and Ireland, &c.

Whereas we deem it expedient that the _____, one of the vessels of the
Yacht Club, measuring _____ tons, being _____ feet _____ inches in length
of deck, and _____ feet _____ inches in breadth; rigged as a _____ and Registered
at the Port of _____, the owner of the said Yacht being
shall be permitted to wear the _____ Ensign of Her Majesty's Fleet on board
the said vessel with the distinguishing Marks of the Club on the _____

We do therefore by virtue of the power and authority vested in us warrant
and authorize the _____ Ensign of Her Majesty's Fleet with the distin-
guishing Marks of the Club on the _____, to be worn on board the
accordingly so long as that Vessel shall belong to a member of the said Yacht
Club.

Given under our hands and the Seal of the Office of Admiralty the _____

To _____, Owner of the _____, or the Master or Person
in charge of the said Yacht so long as belonging to the _____ Yacht Club
By Command of their Lordships,

REGATTAS AND MATCHES.

- June 1.—Royal London Yacht Club Sailing Matches for 3rd class, and yachts
under six tons. Erith to Coal-house Point and back to Greenwich
Entries close May 24th.
- 3.—Royal Thames Yacht Club Matches for 1st and 2nd classes, Erith
to the Nore and back. Entries close May 27th.
- 6.—Norfolk and Suffolk Yacht Club Match at Cantley.
- 18.—Royal Thames Yacht Club Matches for 3rd and 4th classes, and an
Extra Match for cutters under 50 tons which have never won a
prize in the R.T.Y.C. Erith to the Chapman and back. Entries
close on the 11th.
- 27.—Queenstown Yacht Club Regatta.
- 29.—Birkenhead Model Yacht Club regatta.

All communications must be addressed to the Editor, 6, New Church St. N.W

HUNT, & Co. Printers, 6 New Church Street, Edgware Road, N.W.

HUNT'S YACHTING MAGAZINE.

JULY, 1861.

YACHTS AND YACHTING*

BEING A DESCRIPTION OF THE BUILDING, MASTING, RIGGING, SAILING AND
GENERAL MANAGEMENT OF YACHTS.

CHAPTER XX.

THE next spar that demands attention is the main-boom : this stick, one of the most important in a yacht, requires careful selection, quite as much as the mast itself; from the great length and diameter of the booms carried by our present class of cutters, it is essential to obtain in a spar lightness combined with great strength; there is a tremendous strain upon the boom of a cutter yacht, the more particularly a racing craft, and although the weight of the stick is well down in the body of the vessel, yet the dimensions requisite to ensure the strength required to withstand this great strain, involve a weight of spar that seriously influences the performance of a vessel in a heavy sea. Let any yachtsman watch the boom of a cutter when she is close-hauled, with a fresh breeze, and in lumpy water; it is perfectly astonishing how it will buckle and spring with the weight of the mainsail on the clew, and to look at such a stick when a vessel is lying quietly at moorings, it appears almost a stretch of credulity to believe that such a mass of solid timber would yield an inch; and yet it is not only inches but feet these spars will buckle sometimes: the relief that a vessel experiences, and gives ample evidence of, when the mainsail is stowed, the trysail set, and the weight of the boom thus taken off her during a gale of wind, should be sufficient to have awakened our attention long since to some application of mechanical skill whereby the hampering weight of the booms in present use might be reduced. Unless a boom is stiff and unyielding it is next to useless; the best cut mainsail in the world will become

* Continued from page 241.

as baggy as an old pair of boots unless there be a good stiff stick along its foot to set it ; every inch of buckle in a boom bags a mainsail more or less ; and therefore the present booms are made of such substance, to avoid this buckling and obtain the necessary stiffness, that the weight of timber used in such a spar, becomes a matter of serious consideration : lacing a mainsail to a boom strengthens and stiffens it considerably, and a much lighter spar may be made available where lacing can be used ; but unfortunately lacing has been condemned in our seas,—our waters are too lively. What has answered in the smooth courses of Long Island Sound will never do amongst the overfalls and tidal runs of our Channels, so that we cannot avail ourselves of that hint from Brother Jonathan, no more than we can convert his centre-board smoothing irons into hard weather cruisers.

To avoid the buckling I have just adverted to, main-booms are made much grosser than they used to be in the centre of the spar ; that this is necessary is evident from the reasons before adduced, but I think that the great extra strength allowed in the middle of the stick is frequently carried too far at both ends ; a boom should be proportioned more after the fashion of a well shaped cigar, and the weight at the ends reduced to a minimum : the strain upon the jaws and at the clew, although very considerable, is not by any means so severe as that upon the middle of the boom, and therefore extra substance at these points is not only useless but injurious.

Opinions appear to vary very much as to the fitting of a boom with wooden jaws or an iron goose neck. I have sailed in dozens of yachts fitted in both ways, and I must confess that my experience dictates a preference for the goose neck : wooden jaws, no matter how light, and neatly they are fitted, are more or less clumsy, and I do not think they are a bit stronger than goose neck fittings ; in point of fact, I do not see any advantage they possess over the iron fittings, on the contrary in large vessels where the mast bitts are fitted close to the mast, the boom frequently jams the lee falls most inconveniently, besides chafing the ropes. Any yachtsman who has suffered from the creaking of boom jaws against the mast during the stilly hours of a calm night, will bear testimony as to their intolerable nuisance in this respect alone ; and upon the whole I see no reason why they should be preferred. I have heard it asserted that a goose neck fitting is much more liable to be carried away, but during a tolerably long experience in all classes of vessels, and all sorts of weather, I have never witnessed the occurrence of such an accident.

If a goose neck is properly fitted with a tumbler joint, giving free vertical and lateral play to the boom, and that the iron work is well and soundly forged, with a due regard to proper strength for the weight of boom carried, it will be found quite as strong, if not stronger, than wooden jaws; it makes a much neater and more yacht-like finish, gives plenty of room for belaying the necessary ropes about the foot of the mast; and should it be necessary to unship the boom, and lay it along the deck fore and aft, during heavy weather, it will stow much more conveniently than the horns of wooden jaws will permit of; added to this a boom can be fitted much closer to the deck with a goose neck, and that this is a desideratum, will I think, be generally admitted. Another objection advanced to the iron goose neck fittings, is that they stain the deck, and iron mould the tack of the mainsail; but now when yachts have every particle of their iron work fittings, that are exposed to the action of the weather, galvanized, this objection no longer obtains. Every boom should be fitted with a traveller, neatly covered with leather, and having a galvanized chain tye, and hempen tackle, for the purpose of getting out the clew of the mainsail. If the clew of a mainsail is permanently lashed to the outer end of the boom, an undue strain is brought upon it, the more particularly when the sail becomes wet; the consequence is that the clew is wrenched and elongated, and occasionally both bolt rope and canvas will give way; and even should they not do so a nasty hollow is produced at the foot of the after leech, exceedingly offensive to a critical eye, besides the injury it is productive of to a well cut leech. But with a properly fitted traveller the sail can be eased up or hauled out as occasion may require. The bee blocks for the reef pennants of the sail, should also be very accurately placed on the boom, so that the pennants will bring down the reefs properly, in either wet or fine weather.

The carrying away of a boom is one of the most dangerous accidents that can occur to a yachtsman, for with the great power of the mainsail acting upon it, it may either sweep the deck of the crew, or the broken end that remains attached to the clew may drive a hole in the vessel's side or quarter; therefore every precaution that skill and experience can bring to bear in the selection and substance of a spar for such a purpose, coupled with a judicious care as to the weight of timber used, to procure rigidity, for the purpose of properly stretching the foot of the sail at all angles, should be used.

In connection with the subject of the weight of the main-booms of cutters, I cannot too strongly impress upon yachtsmen the necessity of adopting every improvement by which lightness of material combined with strength can be obtained. It is all very well to say that because the main-boom is situated low in a vessel, that the weight does not signify, so that the loftier spars can be made light: this in part is true, but it must be borne in mind that every ounce of unnecessary weight placed above the water-line, tends to counteract the effect of the ballast: a weighty main-boom therefore exercises a powerful influence upon the stability of a cutter yacht, and that this is true is borne out by the fact, that all cutters, when cruising in heavy weather, have recourse to their trysails, and under such canvas perform vastly better, chiefly owing to the weight of the boom being got rid of, either when running, reaching, or close-hauled. When the boom is lashed amidships, under such circumstances, its weight is brought to coincide more with the centre of gravity in the line of the vessel's keel, and the vessel is considerably relieved; and when the boom is unshipped altogether and stowed upon deck, the weight aloft is brought still lower, and acts more in unison with the ballast below. Therefore when a vessel has her topmast and cross-trees on deck, and her bowsprit housed, her boom unshipped and stowed, and storm canvas set, it is the last resource of seamanship to assist her in combatting successfully with a heavy gale and stormy sea; but if we can assist her by reducing the weight of her mainmast, bowsprit, and boom, at the outset, it is reasonable to suppose that she will be much improved, and perform better in average weather, in the same proportion as she does when relieved of them altogether in stormy weather.

To attain this desirable end it becomes necessary to adopt some other method in the construction of these important lower spars, than that at present followed; and with a view of drawing yachtsmen's attention to the best means of developing this effectually, I will refer them back to Chapter I, page 248, vol. viii.

Hollow spars, so far as the information we at present possess, were first brought prominently under notice of the yachting public by Messrs. Fish and Morton of New York, yacht builders, and manufacturers of hollow spars. That the important application of these hollow spars in fitting out cutter yachts in this country has been strangely overlooked, may be attributed to our slowness in adopting

improvements, the benefits of which are not forcibly presented to us: fine and hollow bows we adopted instantler, because to us the improvement was visible, we could see the effect in the displacement of the water about the bows of a bluff and a fine lined cutter when sailed together, and the advantage obtained in point of speed was palpable to our senses; but the advantages obtained by reducing the weight of spars, are not so immediately or strikingly visible, they require to be studied in detail, and under varieties of wind and sea, and the circumstances under which a vessel may be placed, to be properly understood and appreciated; and it is the study of these details, that, like many others in yacht building and sailing, we have not, up to the present, devoted sufficient care and attention to.

The great end to be achieved in the rigging and fitting of a yacht, intended for speed, combined with sea-going ability, is to have every particle of weight above the water-line reduced to a minimum, and yet a proper strength retained: the bulwarks, channels, chain plates, hatchways, skylights, companions, windlass, bitts, kevels, and deck transoms, come under this head of reduction; then follow the spars, and the standing and running rigging, every ounce of unnecessary weight aloft is injurious to a vessel's performance, whether it be in light or heavy weather, and until we succeed in reducing much of our present cumbrous fittings, we shall not have approached perfection. That the American yachtsmen and builders are fully alive to this important fact we have abundant proof; I may instance the *America*, the *Maria* sloop, the *Charter Oak*, and the *Christopher Columbus*; their little sloops too, such as the *Truant* and *Una*; and their pilot boats, the *Mary Taylor* and the *Moses Grinnell*. If we go beyond these let us look at some of the Yankee clippers that make their appearance in the Mersey; for the amount of canvas spread and materials used in spreading it, the economy and lightness of the latter is very striking. It may be said that we have heard enough and to spare, about Brother Jonathan and his naval architecture; about his yacht *America*, and his *Truant's* and *Una's*; his famous pilot clippers, his magnificent fleet of ships, barques, and schooners, that daily crowd the second sea port of our empire; and the proverb, *mus in pice*, may possibly be applied to the writer who continues to ventilate such an apparently thread-bare subject, he may be taunted with spinning the thread of his verbosity finer than the staple of his argument; but nevertheless the staple is there, an ugly fact which

remains, by us, unrivalled ; and until we make the warp and woof thoroughly harmonize, the thread of verbosity will continue to be spun by all "skipper pens," whose aspirations are to see our yacht fleet what it should be, what we have the intelligence, the skill, and the capital to make it, the finest, the handsomest, and the fastest in the world. We have not been too proud to adopt two hints from Uncle Sam, we have revolutionized the hulls of our vessels, and the canvas; we must go one step further and improve our sparring and rigging, and get rid of much that is cumbrous and useless ; wire rigging has taken the initiative in this reform, and our spars must next be looked after.

The Yankee sloop, the Maria, was fitted with a hollow boom 100 feet long ; irrespective of the difficulty of getting a solid spar of such dimensions, the enormous weight would have been almost enough to shake her hull seriously in rough water, let alone the strain upon her mast: but Messrs. Fish and Morton met this difficulty by building both a boom and a bowsprit, and if such an enormous spar could be achieved successfully by trans-atlantic spar makers, is it not reasonable to suppose that in this country, where the skill of our shipwright artizans is proverbial, something far superior may be produced. It appears to me strange that the advantages of this invention have not borne fruit here long 'ere this ; it would seem only to require some one yachtsman or builder to place a proper design in the hands of the workmen and the thing would be done and well done. The first step towards obtaining these hollow spars in America appears to have been the boring out of solid sticks : the America's bowsprit was bored out from end to end ; but the Maria's boom was built with staves, and hooped together with wedge key mortice loops of iron, the cost of making it was 600 dollars. The boom made for the Ultra by the same makers, was seventy-four feet long, fifteen inches in diameter at the slings, and reduced to eight inches at the ends ; this boom was made upon a different plan : a solid stick of white pine was first shaped to the size required, it was then sawn lengthwise down the centre, and the interior of the spar gouged out, leaving only an external shell of two inches in thickness : both sides were then left to season and dry out well, and when time sufficient to develope any shakes or sappy spots had elapsed, both sides were then hooped together with wedge key mortice loops, placed five feet apart ; these loops could be set up to any tightness by the wedge

keys, and thus this shell spar was put together as firmly as it had originally grown : to obviate the longitudinal working of both these sides, when the boom should buckle from the strain of the mainsail, auger holes of an inch in diameter were bored in the seams of the spar, at a distance of six inches from every second loop, and tree-nails driven in. The materials and labour for this boom cost about 100 dollars, and when finished, competent authorities to whom it was submitted pronounced it to be the strongest and lightest boom of its proportions, they had ever seen. The judgment of experienced men in America pronounce hollow spars to be far superior to solid ones: of this however we should satisfy ourselves; a few practical experiments would speedily settle the question, and the expense would be comparatively trifling. If we once satisfy ourselves that strength sufficient for our seas can be combined with the great lightness thus obtained, I have no doubt that improvements in both would speedily follow; and I cannot see any reason to doubt that if we accomplished hollow booms and bowsprits, that masts could not be built as equally strong and light: what a triumph this would be, to get rid of such hampering weight as we are at present compelled to carry, and to see our splendid clippers spreading the framework of their snowy wings upon sticks, which, comparatively speaking, would be lighter and stronger, than the bones of a sea-gull's wing.

I do hope that the attention of yachtsmen and builders will be directed to the building of spars, and that the subject will not be neglected. In the fitting out of large yachts, what difficulties have not been experienced in obtaining handsome and good spars: with small vessels it is a matter easier of accomplishment, and probably in our third and fourth class vessels, the built spars might not be found capable of competition with the solid sticks: this, however, as with the larger vessels, quite depends upon experiment; but where a spar can be effectively built, where every component part can be selected free of knot or shake, sap or rind-gall, I am sanguine enough to think that something very superior could be produced from the hands of British spar makers.

Let no incredulous individual pooh-pooh at the idea of a yacht sailing under a crop of what may be called "artificial sticks, if he does his incredulity will undergo a severer test at the hands of American invention:—some time since we were informed that boats were about to be, or actually were, being built by steam in New York;

it was said that two or three trees of the different woods required were put in at one end of this wonderful machine, and that a fleet of boats were dropped out at the other. Plaster-of-Paris sugar loaves, wooden nutmegs, and hickory oats, were quoted as proof of the fertility of Jonathan's genius, and the value of the boat-building machinery was estimated at par with the above named curiosities of Yankee origin; but it turns out that there is really more method in its inventor's madness than we were disposed to give him credit for, and Mr. Wathon Thompson, of New York is at the present amongst us, astounding Princes of the blood Royal, driving Lords of the Admiralty crazy, taking bluff old Admirals all aback, and setting the brain of a Scott Russell agog, to see how the wave-line will be produced under the manipulation of iron instead of human flesh and blood; it is a fact that the boat-building machine is actually amongst us, actually located in the city of London, and according to the high and mighty authorities aforesaid—one of the wonders of the age.

“ Chips's ” occupation is gone; adze, axe, and maul will henceforth rank amongst the things that have been, and may be hung up in festoons around the old mail coaches: floorings and futtocks, keels, stems, and stern-posts; planking and sheeting, all are child's play to this monster steamwright's “drunken saws, invisible planes, diagonal cutters, and irregular bevils”; a yachtsman may contemplate building a new craft at breakfast, and she will be ready for him to dine on board of at an early hour.

In sober parlance however, this boat-building by Mr. Wathon Thompson's steam machine, is very ingenious; at present its functions appear to be confined to ships' boats, or small yachts, but by-and-by we shall see merchant clippers and mighty ships of war claim steam as their progenitor.

Those, therefore, who are inclined to doubt the practicability of building hollow spars, that shall be stronger and lighter, and more suitable to yachts, than the solid sticks as used at present, had better pay a visit to Mr. Thompson's factory, and perhaps their doubts may be dispelled as quickly as his wonderful steam planes make the shavings fly. I trust we may, before another season elapses, see many of our yachtsmen and builders adopting the system and profiting by the results.

CRUISE FROM LOCH HOURN TO STORNOWAY.

IN the last number of the *Yachting Magazine*, we gave some account of a cruise from Tobermory to the head of Loch Hourn, the most beautiful, and one of the least visited of the western sea-lochs of Scotland. We now request our readers to accompany us from Loch Hourn through the Sound of Sleat to Portree in Skye, and afterwards to Stornoway in the Lewis. Before however carrying them from the rich foliage and picturesque mountains of Loch Hourn, to the brown and dreary moors of the Lewis, we may advert to one circumstance which often entails great inconvenience and annoyance upon the yachtsman who trusts in part to man his vessel at Ardrishaig, Oban, Tobermory, or in general, at any of the seaports of the western islands.

The circumstance to which we allude is the greed and intemperance almost universal among the hands picked up at any of these places. There are doubtless, striking exceptions to this; and the regular pilots are in general civil, obliging, and sober; but as a rule—and we have had tolerably extensive experience—we have found a propensity to extortion and a devotion to the whisky bottle the prevailing characteristics. We were once asked by a common sailor who proposed to ship with us at Oban, 5 shillings per day and his keep;* and on another occasion in Skye, being in want of a hand, we were recommended to apply to a fisherman who had had some experience in yachts, and accordingly directed our steps to his cottage. He was not at home, but we found him sitting on the beach, at a little distance from his own door, mending some nets. He was very dirty, very ragged, and very uncivil; evidently in want of money, but rating the value of his own services at a preposterous rate. However, he was condescending enough to offer to ship with us, provided we would give him 6 shillings per day and find him. This we respectfully but firmly declined, and left the sulky Celt to mend his nets and his manners, both susceptible of considerable improvement. We were once deluded into shipping one of his compatriots,—a John Mac something—who hailed, if we mistake not, from Oban or Ardrishaig or some neighbouring locality, and certainly never more thoroughly repented of a bargain. He was not by any means a bad seaman, but incorrigibly addicted to whisky, smuggling it on board whenever he could get a chance; and when drunk, he was either helplessly incapable or intolerably insolent, so that we had speedily to dismiss him.

Hands from the east coast of Scotland, are in general far more sober

* Since writing the above, a yachting friend has informed us that he was once asked at Oban, by an ordinary seaman, 10s. a day and his keep.

than their western comrades, and equally good seamen ; but we would warn English yachtsmen especially, against trusting to picking up any portion of their crews in the western highlands. They will need, and can there obtain, sober and excellent pilots; but they will find the ordinary run of seamen exorbitant in their demands—especially if they know that there is great need for their services, and little competition to be dreaded,—and, though good hands, very troublesome on account of their intemperate habits.

But to pass from this digression, we left our anchorage at Barrisdale at the entrance of outer Loch Hourn, early on a fine autumn morning. There was but little wind, and that blowing right up the loch, so that we had a dead beat till we got into the Sound of Sleat, in the course of which we got occasional glimpses of the glorious scenery of the upper loch, and more thorough views of the fine mountains and corries that border the shores of the outer and wider arm. There is a rock nearly in the middle of the entrance to the loch, but always above water, to the westward of which the water is shallow for about a cable's length. It will be avoided by bringing Ardnaslish point on, or nearly on, the point of Sleat. Once in the Sound of Sleat, the wind was fair, and freshened as the day advanced, so that we bowled along at a rapid rate with all sails set and everything drawing; passing on the mainland side the beautiful bay of Glenelg with its ruined barrack, built to overawe the highlands, the entrance to the picturesque but squally Loch Duich, and the fine scenery around Loch Alsh; and on the other side, the lofty mountains of Skye, towering above the narrow waters of the Strait. Near Kyleakin the wind became light and baffling, and for a time we were becalmed; but a brisk though adverse breeze springing up, we had a fine beat through the narrows where the tide runs 6 miles an hour. But wind and weather are proverbially fickle in these narrow and land-locked waters, and you may have sun and shower, clear sky and dense mist, a calm, a breeze, and a gale of wind, all within the space of 24 hours. Scarcely had we got through the narrows, when the breeze again fell, though, as night darkened down, it rose a little. But it was five o'clock on Friday morning before we reached Portree, though we had left Loch Hourn at ten on Thursday forenoon, and had carried a fine breeze with us from the mouth of the Loch to Balmacara. In the course of the day we passed two ruined castles, one on the mainland, and the other in Skye, both most attractive in ruins, and offering admirable subjects to the sketcher. The one, Eilan Donan Castle, stands near the entrance of Loch Duich. It is by far the larger and more ancient building of the two, and was the chief stronghold of the Mackenzies of Kintail,

built in the time of Alexander the Second, as a defence against the ravages of the Northmen. The other ruin, Castle Moil, is situated close to Kyleakin, and is most picturesquely perched on a beetling and sea beat crag. If the wind happens to be off the Skye land when the yachtsman is passing this old fortalice, he may perchance have cause to remember it, for sudden squalls rush down like eagles from that wild highland, and while bowling along with a steady breeze he may suddenly catch a puff that will compel him to luff up sharp, and perhaps lower his peak and haul up his main tack. With the wind either blowing from the Skye land, or out of Loch Duich, the steersman had better keep his weather eye open.

Portree—the King's harbour, so called from James the Fifth having landed there when on a visit to the western islands, is well sheltered, and has good holding ground, the depth varying from 5 to 14 fathoms. The entrance lies between two lofty headlands, and there is no danger, except a rock partly above water, about half a cable's length from the point on your starboard hand on entering. The most interesting object in the neighbourhood of Portree,—which is in general very bleak and sombre—is the Storr hill about seven miles distant in a northerly direction. There is no carriage road to it, and as part of the journey is very steep and some time should be spent at the Storr, the pedestrian ought not to count on accomplishing it in less than five hours. The path to the Storr leads along the bottom of a grassy valley, separated by a low ridge from another hollow in which are two lakes; and when the tourist has reached the extremity of the most distant lake, he stands at the foot of the Storr with a long and steep ascent before him. When he has surmounted this, he will find himself beneath a huge black precipice, on the seaward side of which rise a number of rocky pinnacles, not standing erect but leaning outward at various angles from the slope of the mountain. Many of these pinnacles are of enormous size. The largest and most remarkable is called the Needle. It is a rock nearly 100 yards in circumference, and about 200 feet in height, overhanging so much, that a plumb line dropped from its summit would fall 30 or 40 feet beyond its base. It forms a conspicuous object from the Sound of Rasay, whose waters wash the base of the Storr; but no correct idea can be formed of its vast and rugged bulk, or of the extraordinary angle at which it projects from the hill side, except by a close inspection. Between the needle and the other smaller pinnacles, and the huge wall of black rock behind them, there is a narrow valley or rather chasm, one of the most gloomy spots imaginable, piled up with blocks of stone of all shapes and sizes. Before quitting the Storr, we

may mention for the benefit of our piscatorial readers, that there is excellent trout fishing, not preserved, in the lake at its base. We were assured at Portree that from 20lb to 30lb weight is no uncommon day's sport.

We remained only a single day at Portree, and at 5 o'clock on a stormy September morning, after the usual preliminary plunge over the side, started for Stornoway, the capital of the Lewis. Our course was about N. and by E., and as the wind was blowing nearly from that direction we had the prospect of a long and stormy beat before us. With this wind, there is generally a heavy sea in the Minch, as the broad channel between Lewis and the mainland is called, especially when the tides which run pretty strong here happen to meet it. The distance from Portree to Stornoway is upwards of 50 miles, and the sail is a very interesting one, commanding fine and varied views of the bold cliffs and hills of Skye; the barren rocks of Rasay; the lochs and mountains of the mainland; the islands of Lewis and Harris; and the distant and mountainous group of North Uist, Benbecula, and South Uist, the last conspicuous by the bold conical peak of Hekla, which rises nearly 3,000 feet above the sea.

After getting clear of Portree, we had a tedious beat through the Sound of Rasay, and had ample opportunities to study and admire the bold line of cliffs that stretches from Portree-heads all the way to the Point of Aird the northernmost promontory of Skye. The Storr with its strange fantastic pinnacles and coronet of precipices, looked like some ruined castle of Titans; and further to the north, we got a glimpse of the rocks that encircle Quirang, the greatest geological curiosity in Skye*.

On leaving the Sound of Rasay, we made a long tack towards the Scottish coast in the direction of the peninsula between Gairloch and Loch Ewe, which seemed in the distance a long low line of land covered with the most beautiful pearly haze. The lofty mountains around Loch Maree, and in the district of Gairloch were seen to great advantage, and looked more and more imposing as we drew gradually nearer to them. On the opposite tack, we had to contend against both wind and tide, and took a long time to weather the Skye land. Off the Island of Trotta, to the north of the Point of Aird, so strong was the tide, that for some time we did little more than hold our own. Soon afterwards, the wind began to freshen considerably, and towards evening it blew half a gale; but we hove the little cutter to, double reefed the mainsail,

* For detailed descriptions of Quirang, see Black's Tourists Guide, and the New Statistical Account of Scotland, vol. xiv.

reefed the foresail, reefed the bowsprit, and shifted jibs, after which she behaved beautifully, going over the seas like a duck and shipping no heavy water. Not far from the mouth of Loch Seaforth in Lewis—a splendid harbour capable of containing the whole British Navy—lies a curious group of basaltic rocks called the Siant islands, rejoicing in the unpronounceable names of Garivelan, Ilan Wirrey, and Ilanakilly. To the westward of the first named islet, there are three or four rocks above water, the highest of which is called Galtimore; and to it a good berth must be given when passing to the westward, as a quarter of a mile west of it lies a rock which dries at half-ebb.

By the time we had passed the Siant Islands, night had fallen and the weather was exceedingly bad, blowing a gale and raining heavily. We had two of the best harbours in the Hebrides under our lee—Loch Seaforth and east Loch Tarbet—and for a moment we thought of running into one of these for shelter, but soon—determined not to be beat—we made up our minds to hold on and thrash the little beauty through it. We had the guidance of the bright fixed light on the Island of Scalpa, and when we lost that we sighted the Stornoway light; and at length after twenty-three hours of a hard struggle against wind and sea, we had the satisfaction of dropping our anchor at 6 o'clock on Sunday morning in the sheltered waters of Stornoway bay, wet through and thoroughly tired, but highly pleased at having made out our destination in spite of wind and weather.

Stornoway is a spacious and excellent harbour; and in beating in you have only to remember to give Arnish Point and also the Point of Holm a good berth. The best anchorage is above the little island near the town at the head of the bay. All hands being thoroughly tired it was mid-day before we turned out of our berths. On getting on deck the most prominent object that met our eyes, was the stiff angular Elizabethan mansion of Sir James Matheson, proprietor of the Lewis, it is built on a green slope, and surrounded by slowly-rising but healthy looking plantations. It stands close to the thriving town of Stornoway, from which it is separated only by a narrow creek almost dry at low water. The west side of the bay is occupied by the grounds belonging to Stornoway castle. Nature has supplied a succession of rocky knolls of different heights, clothed with heather, grass, and ferns, and indented by a number of creeks and gravelly bays; while Art—at an expense of £15,000 or £20,000 has clothed these knolls with a great variety of wood—pine, ash, elder, birch, elm, holly, &c., and cut a profusion of winding walks, laid out with great taste, and kept in perfect order. Some of the creeks are highly picturesque, especially that formed by the

estuary of the little river Creed, across the mouth of which lies a small rocky islet covered, like the rest of the shore, with heather, grass, and ferns. The wood which Sir James has planted on the pleasure-grounds attached to his castle, has been reared in despite of nature, and, as before mentioned, at immense expense. It is of about 13 years growth, and yet none of the pines are above 12 feet high. But though stunted in growth most of the trees seem healthy and striving.

No stranger should visit Stornoway without ascending the highest of the knolls in the castle grounds, which rises just above the best anchorage in the bay. Perhaps with the exception of Killiney hill near Kingston, and the Calton hill in Edinburgh, no spot in the United Kingdom of equally easy access, commands so extensive and varied a prospect; while the extreme clearness of the autumnal atmosphere in this northern locality lends remarkable distinctness even to the most distant objects. The afternoon on which we climbed this hill was calm and clear, so that we saw the view to the best advantage.

Close at hand, we commanded the fine bay of Stornoway; the residence and grounds of Sir James Matheson; the wild, brown, undulating, moorland region to the westward of the bay; the well cultivated peninsula on which the town of Stornoway stands; Loch Tua or Broad Bay on whose sandy shore a heavy surf was breaking; and the flat bleak moor stretching away to the northward of it. To the south lay the mountains of Harris; and beyond to the eastward and southward, a wide expanse of sea, bounded by that unrivalled range of mountains that stretches almost from Cape Wrath to the entrance of Loch Ewe. In the extreme distance, Cape Wrath itself was visible, low and blue, on the very verge of the horizon.

The Island of Lewis is upwards of 40 miles in length, and nearly 30 wide at the broadest part. It is divided into four parishes, and has a population of 20,000. The gross rental is £14,000 a year. The shootings, and fishings—deer, grouse, and salmon—are excellent. It contains in its extensive moors, inexhaustible stores of peat, which Sir James has for some years past been endeavouring, (with what success we know not) to turn to profit by extracting Parafin Oil. There is a small manufactory for this purpose about a mile from the mouth of the Creed, and a larger establishment of the same kind at a place called Carbost. The Parafin extracted in these places, has the appearance of pitch, and requires to be sent to London to be refined, before it can be made into candles. We heard however, that Sir James intends erecting a refinery on the island, in order to save the trouble and expense of sending the raw material to London.

The second day after our arrival in Stornoway, I parted with much regret from my good friend A. with whom I had enjoyed a delightful three weeks' cruise among the islands and lochs of the west coast of Scotland. I going south in the good steamer Clansman, and he beginning his preparations for taking his little cutter round Cape Wrath and to the Orkney Islands, by procuring a pilot, getting his cockpit boarded in, and otherwise having everything made as snug as possible.

An amusing incident preceded our parting: A. was anxious to provide himself with a warm pea jacket as the nights were getting cold, and I accompanied him in his search through various shops in Stornoway. But in none of them could he find a jacket large enough to cover his goodly proportions; so that he had to order one to be made, and the amazement of the tailor who measured him—a little shrivelled specimen of humanity—was ludicrous, when he looked at his measuring tape and read 43 inches round the chest, and 32 round the waist—the Celts in these parts never running so large. However, he was loud in his admiration of A's athletic proportions.

A. Y.

BOAT BUILDING BY MACHINERY.

NOTHING short of an entire revolution in the process of boat-building is promised by the invention of Mr. Wathon Thompson, jun., naval engineer, of New York. We use the term "revolution" advisedly, and with application to all those facts which we have been enabled closely to examine. Not only is every idea of human skill and intelligence, in this kind of work, shaken or entirely subverted, but the very operation is carried on by an inverse process; for, instead of first laying down a keel and constructing a vessel upon that basis, the work is begun by Mr. Thompson's machinery from the gunwale. It may, then, be fairly said that the boat-builder's occupation, as hitherto constituted, is either going or gone. He must yield, as other manufacturers have done, to scientific improvement. There is no setting a bound, in these days, to the province of mechanism. We have heard that one of the Lords of the Admiralty, after seeing Mr. Thompson's machines in action, declared he had been previously sceptical as to the power of any machinery to make a boat; but that he was so struck by what had been shown him, that he believed machinery capable of everything except diplomacy.

We witnessed a short time since a series of experiments, or rather demonstrations, at Mr. Thompson's factory, near the Victoria Park. When we premise that, in less than an hour and a half, we saw all the

principal parts of a boat cut and shaped from the rough material with as much ease as if they had been so many pieces of cloth to form a garment, our readers will be prepared for some rather incredible statements in detail. They have never, probably, dreamt of giving an order for a yacht, with strict injunctions that it should be ready by the end of the week, supposing it to be about Wednesday afternoon or Thursday morning when their requirement was first mentioned to the builder. Still less likely are they to have imagined that respectable and veracious person promising to furnish the little article—say a thirty feet cutter of strong build—in the course of the same afternoon. What appears ludicrous, when thus put, is mere matter of fact, rather understated. Such a boat as could only be built in ten days by all the skilled artisans who could be set to work at once upon her, is turned out by Mr. Thompson's machinery in five hours.

The objection that may occur is that work thus performed cannot be equal to honest handicraft, and that we must not look for seaworthiness in a vessel so hastily put together. We confess that there appears to be something reasonable in this, and it is but right that such a question should be strictly considered. Careful inquiries into the matter have had the result of re-assuring us ; and, so far from there being any inferiority in the strength of timbers fitted together by the new and rapid process we are about to describe, it appears that the advantage is on the side of the machine-built boat. This proposition derives a strong collateral support from the fact that the manufacture of firearms in America, especially at Springfield and at Harper's Ferry, has been carried on by a system not essentially differing from Mr. Thompson's. At these arsenals the various parts of the rifle are prepared by machinery, and a perfect weapon is made without the employment of any hand-tool beyond a simple screwdriver. Here, then, we have a species of production requiring, above all others, a delicate accuracy of adjustment and reliable strength, yet satisfied in every point by a mechanical apparatus. The weapons thus constructed are, of course, proved by the same severe tests that are applied to guns of ordinary manufacture. There can be, then no real ground for objecting, on principle, to the facilities afforded by machinery in works which we require to be both durable and reliable.

The boat which we saw partially built was 32 feet long, with 7 feet beam, and 3 feet depth. It was a five-oared first-class cutter. The cost of manufacture of such a boat, to our Government, is £16. Mr. Green, the eminent shipbuilder, would undertake to supply one of the same dimensions and class of work for £13, and some of his competitors declare their readiness to tender for as low a sum as £11. Nothing

under this would, we believe, be obtained in the shape of hand-labour for such a boat, the cost of producing which by Mr. Thompson's machinery is just £1. 15s. Though it is only safe to calculate on the reduction in the price of labour, there is obviously good ground for believing that the general introduction of this new system must have its influence on the cost of material. But it is enough for Mr. Thompson that he should not only have effected so immense a saving of labour, but should have attained a still greater economy of time, which, after all, is the very highest and most important consideration involved. Another great advantage belonging to the invention is that it enables the carrying of duplicate parts of a vessel, so that any damage may be repaired, even in the absence of a carpenter.

We have already intimated that boats by this process are begun where ordinarily they are left off. They are built on forms, the auxiliaries corresponding with the main parts. The first object brought under our notice was a frame or rib, twenty of which can be made in one day by a skilled labourer. The same man, putting aside his skill, can turn out 500 such ribs in that space of time by the machine. No experience, and but little aptitude is needed. The cutting of the rib was shown as the first step in the process. A piece of rough two-inch plank, which had been previously subjected to steam for about half-an-hour, was placed over a form and bent like leather. The wood so curved retains all its natural strength, not a fibre being broken. It is taken to a drying-room, where it remains two hours. Not to trespass unmercifully on the time of the visitors, the rib was cut from a piece of wood already bent and dried. A circular saw is employed in this operation of cutting. The ribs are then planed with incredible celerity, by a machine which throws out the shavings in a shower of flakes like winnowed chaff. Another machine, principally employed in the ornamental process, performs several functions by the change of knives. Mouldings and beadings are thus very rapidly produced. But the most curious and astonishing machine is that which the inventor calls the "drunken saw," which is used solely in the formation of gratings. A piece of strong diagonal trellis-work was made by this extraordinary machine in five minutes, during which time one needed little or no admonition to "watch the saw." Indeed to have lost this portion of the entertainment would have been almost as bad as missing the whole play. The "drunken saw" is a formidable steel disc, with a double set of teeth; its axis being eccentric, a motion is imparted to it not unlike that of a rickety cart-wheel. To use an expressive, though unscientific verb, it waggles from side to side. But in its apparent uncertainty it is as firm and regular as if it rotated in a right line. Its effect in cutting through

a piece of timber is to leave a wide gap unaccounted for, like that puzzling hiatus which was an insurmountable problem of our juvenile days, the "first cut" of a leg of mutton. This "drunken saw" is libelled most cruelly in its title. There is method in its madness—a wondrously sober calculation in its seeming inebriety. The pieces of wood with diagonal cuttings at regular intervals, are fitted together like puzzles, but with considerably less difficulty, and thus the grating has been formed, while we have enjoyed the brief amusement of watching the grave antics of the "drunken saw."

In Mr. Thompson's process every part is held relatively on the main form. There are twenty-seven sizes of boats used in her Majesty's navy, and fifteen in the merchant service. It is a circumstance, therefore, worth bearing in mind, that not only can the machines turn out a number of boats in as short time as they can turn out one, but the several boats may vary in size.

A machine of greater powers and more important character than our serio-comic acquaintance, the "drunken saw," is one by which planks are fashioned to any curve that may be desired. We saw a beam taken through this machine, and in a very few minutes shaped and planed, with a convex surface on one side and a concave on the other, exactly corresponding to curves which had been determined. The machine in question has an index, the figures on which represent local curvatures. If the plank is marked 4, the start is made from the same figure; and thus an absolute precision attends the whole process, without the possibility of error. This work of shaping a plank is done, in the ordinary way, with an adze. The machine not only performs the work of thirty men, but performs it with an accuracy beyond the attainment of human skill. There is no forcing the plank when it comes to be fitted to its place; but it lies there naturally, having been made on the unerring system of the relative form.

The machines for rabbeting the stern and a portion of her keel are also worthy of notice; and, indeed, it would be hard to say where time and attention would be expended in vain, while looking through this remarkable factory. The diagonal cutters and irregular bevils are as wonderful in their simplicity as in their strength. They are constructed to turn different ways, so as to accommodate the grain of the wood; and in cutting the stern of a boat they treat solid oak as mere nothing. The fierce, relentless activity of these powerful machines, joined with their minute exactitude of operation, has in it something terrible.

Numerous persons have visited Mr. Thompson's factory, and the most distinguished and professional have pronounced their unqualified approval of the system.—*Telegraph*.

SKETCHES OF NAVAL LIFE.*

BY AN OLD SALT.

CHAPTER XI.

I WILL gratify my readers and myself by getting quit of the "Uncle Sam" as fast as possible.

By the time the auger holes were plugged up, squaresail hauled in-board, water pumped out, and all hands fed and grogged, it was necessary to shape some course for some part of the British Isles. I gave Billy the hint, and we went below and got out the old chart for about the five hundredth time, and which, by constant fingering, candle dropping, and rain wetting, strongly resembled the table cloth of a low eating-house in London at 4h. p.m. In fact a considerable part of Great Britain was well nigh obliterated by the fall thereon of a large flow of tobacco juice from Billy's over excited jaws, as, poring over the chart in my aid, you heard him chewing his quid as a cow would her cud, the result being fatal to any object, not the colour of mahogany, below his mouth.

Billy, as usual, took the executive as to talking, by observing—"You sees, sur, the fust question we must overhaul is this 'ere: Where us is? Where us wants to go? and how to steer so as to fetch it? Now I sees we're well down in the Bay of Biscay, and if so, if we hauls up a leetle to the vesterd of north, say N.N.W., we's sure to fetch *someveres*." Meaning, thereby, some part of the English or Irish shore.

So we accordingly and literally shaped a course from *someveres* to *someveres*, without being at all sure as to the spot we might fetch at the end of our cruise, Billy urging the necessity of a good look-out, for fear "we should be like the Velchman as was groping along a dark entry with his fins stretched out afore him for the door at tother end on it, and, as it happened, put one arm a one side and tother o' tother side of it, and run stem on to it with his figure-head, and then calls out: 'Oh, my tear, her never thought her nose vas longer tan her arms afore!'"

That night neither Billy nor I felt inclined to sleep, so we walked the deck, and spun yarns of all kinds about sinking ships, cast-away mariners, mutiny, daring, man eating, &c. I have forgotten most of the sea-monster yarns Billy spun and I devoured that night as worthy of all credence; but the following was one of them, as Billy had only

(heard tell of though, mind you, from a shipmate.) This said shipmate had been cast away in an open boat, and after suffering all kind of *con* and *inconceivable* privations, they drew lots as to who should suffer death to support a wretched existence in the rest, and the dreaded lot fell on the carpenter.

Here Billy went on to say, "My shipmate said, that as this 'ere carpenter was very fat they thought it was a blessin' it had fell on him, and not the mate, as was so thin his bones used to rattle in a gale o' wind, like a slack rope against a mast; so they bled him to death, but after all they could not touch him; he tasted *so uncommon strong of sawdust*. You sees sur" says Billy, (when he saw I disbelieved this highly *flavoured* tale,) "I shouldn't have hoisted it in myself, only my shipmate said as his bed tick was stuffed with it, and it was that as gived him the flavour."

As the greatest (though not the best) man in Europe said there was but one step from the sublime to the ridiculous, so is there but one span between the *tough* yarn and the *true* one very often, as may be fully exemplified by the following anecdote told me by Billy that same night, as coming under his own immediate observation. I forgot what the ship's name was in which this noble act of self denial in a British seaman, at the sacrifice of his own life, was enacted; but the following are, as near as possible, Billy's own words. Speaking in allusion to the Yankee carpenter's boring holes in the schooner's bottom, he said, "Aye water's a bad master, but fire's a worser on the open sea, and no soul within hail of you to pick you up and save you, if you escapes the flames, which dewours you the fastest, floatin' on what ought to put them out the soonest. I was afore the mast in a transport, called the — (forgot the name he said), and we was coming home from Ceylon with invalidid sogers and their wives, and the vidders and children of them as had died of cholera and drink; and as we wasn't full on um, we filled up with condemned ordinance stores and damaged powder, and all sorts of old clothin', and so on; and, in short, was a sort of floating hospital, not a soger aboard hardly as had strength to pull a rope or scrub a deck; so us sailor-men had busyish times on it, and not the pleasantest nether, for we'd a agent aboard, a sort of superaniwated leeftenant, as drunk like a fish, and our skipper he played ditto, and the mate he thought share alike was only fair play, and the steward used to get drunk with him for company's sake, and so the ship's duty was badly done, and the whole consarn getting jammed in a clinch, a sort of overhand knot fashion, when just as we was about on the Line, and captain, agent, mate, and steward, all in the 'how-cum-you-so' line, the steward

he reels off below to the lazarette with a naked light, fetches way over the cask as he was pumping rum out of, spills the liquor, and lets fall the candle, and afore you could say 'Jack's alive,' the ship's a-fire, and by the time the drunken leutenant and skipper rolled up from below, the blue flames was a follerin' of 'um like hungry sharks. The mate hows'ever, either wasn't so fur gone as them, or fear driv him sober in a minnit, for he takes charge, gets the ship hauled by the wind (for you sees, Master ——, we was runnin' dead before it, with a light breeze,) stunsails hauled down, mainyard laid aback, and then he calls out to stand by and lower the quarter-boats; but, whilst we was a bracin' up the yards, what on earth does our drunken skipper and leutenant do but tries to lower one on 'um and swamps her, and away they both goes overboard and is drowned; for, you see, after a sort of drunken cunnin' fashion, they casts the turns of the tackles off in board, and scrambles into her, so as not to be seen, and begins to cast off the racking turn o' spun yarn as jammed the tackle fall and standing part together below the davit, and one lets go afore 'tother was ready, and away they goes with the boat on end, clean out on her, to Davy Jones's locker, and by the time we was round with the yards, they was gone where no drink is sarved out, I take it. Nobody seed 'um a sinkin' or heerd 'um a cry out, for, what with screechin' women and shoutin' men, and crying childer, and the flames a mountin' up aloft like snakes, there was a pretty bobbery fore and aft, I can tell you. Just then a overheated rum cask bursts, with a report like a overloaded 36-pounder with a greased muzzle, and a dozen fellers, as had been better dumb, and deaf too, screams out, 'Oh, the powder, the powder!' and every man jack of us sailor fellers rushes for the starboard-quarter boat, knocked down the sick sogers as was strugglin' in with their wives and childer, all but one woman and child as was in afore us, lowers her down clear and fair in the water, unhooks the tackle blocks, and shoves off clear of the ship's side, for fear of the sogers jumpin' in and swampin' of us. Well, just as we was clear, Jim Cook, as was the steward's brother-in-law, looks round the boat and says, 'Where's Rush?' meaning the steward, as had married Jim's sister afore we started for Ingee. Noboby know'd, and Jim, as loved him better nor a real brother, though he'd never get drunk with him, ses, ses he, 'shove alongside, and let me aboard to find Rush, for he's jammed like Jackson someveres or he'd a bin here.' So we pulls under the bows hopin' to keep out the sogers by that move; but if we hoped the cruelty it was not o' no use, for no sooner was we under the bows than as many women and brats came tumblin' stem over stern into the boat as nearly swamped us altogether afore Jim Cook

could get clear out of us, and when we shoved clear of the vessel we'd not above two inches o' the boat's side clear o' the water, and two more souls in her would have sent us all to kingdom come; so we lays to, clear of the ship, off the starboard gangway, waiting for Jim and ahailing of him to come along and swim off to the boat;—when who should come to the gangway but the poor sick soger as was husband to the woman in the boat as was in first, and the more he shouted, and begged, and prayed on us to take him in, the more she screamed and strove to get back to him again, for they was allus noticed to bein' the lovinist couple aboard; and when we got into the boat, he was dragged out and knocked over by some of us, and had only just com'd to like, for he was a poor crittur, just like a ghost stripped to a gautline, and more dead nor alive like anyhow. Well, there he was, implorin' on us just as Jim cum to the gangway with his clothes a-fire, and his hair all frizzled like a nigger's with the flames, and he sees the poor wife astretchin' out her arms to her man, and him to her, and he seizes hold on him, and cries out to her, 'Is this here thing yourn?' and she cries back in pitiful sobs, 'Oh, yes, oh, yes; he's my ain dear Jammie!'—for you see they was Scotch folk—when *our* Jim takes him by the cuff of the neck with one hand, and by his starn with the other, and chucks him clean overboard, and putting out his hand to us, farewell fashion, he calls out, 'There, pick him up, and let the woman live and die with him; he's too light to swamp you, and I'll never leave this ship so long as Rush is aboard on her, so shove off clear, for her'll blow up i' five minnits, and God bless all on you!' With these words he slewed round and went out o' sight in the smoke and flames again, and we never seed him more; but the Lord, as is merciful to them as fears *Him* and not death, might leave his body to be burnt, but he'd send a angel for his soul as 'ud carry it aloft, where nether fire nor water could hurt it no more!"

With such yarns as these, Billy spun out the night, and at daylight we both mounted aloft to look out for land or ships, but nothing greeted our longing visions but the broad blue sea, so we just went down below again, took another look at the old chart, to our additional mystification, and waited quietly for noon and clear weather to get a meridian altitude, and therefrom the latitude; but about ten a.m., our look-out man reported a sail broad on the starboard bow, so we edged away for her and set all sail, and had just raised her lower sails and made her out to be a brig standing to the southward, when she seemed to see us for the first time, put her helm up and steered straight from us, bringing her two masts into one.

Well, to make a long story short, by four p.m., we were up with her, and found her to be an English brig which had lost her convoy two days before in the thick weather, and was now running the gauntlet of the French and American cruisers, single handed to the West Indies, if she could only get there safely under the circumstances, a matter very problematical.

From her we got something like our true position, and proper course to steer for making the Land's End, and actually hit so near it the next night, as almost to run the schooner ashore on the Scilly Isles; but having just escaped the foul ground by keeping a strict and anxious look out, we turned our head off shore and lay-to for daylight, Billy and I serving out an extra glass of grog to all hands, and taking the same ourselves, feeling pretty much in the position of men who, having crossed a trackless desert, come on the green tree and spring of the wilderness when hope had well-nigh sunk before despair. I warmly and earnestly thanked Billy for all he had done for me, as without his aid, resolute will, and powerful arm, I should never have brought our cruise to a happy termination; but he would not listen to it; he said he had only done his duty, and felt happy in doing it; and added—what I did not think his reasoning powers had arrived at—"You sees, master ——, strength is strength, but it ain't command; and if you hadn't a bin a-board, small as you is, things wouldn't a ended as well as they has done; for as our parson in the dear old frigate used to say, 'Physical force is one thing, my brethren, and moral power is another, and more powerfuller weapon wherewith to control violence and disorder;' and so you sees, sur, as long as our men seed your bit of dirk, and cocked hat, and weekly accounts (white stripes on the midshipman's blue coat collar,) they felt a sort of haw for your rank tho' they might'unt care a —— for yourself as the fag end of a feller man; and its just rank, and not bulk, as does it!"

Well, in two days I got my prize safely into Plymouth Sound. When I found myself there before the frigate, and then, well washed and rigged in uniform, went and reported myself to the Port Admiral, and received his applause. I fear I was very like the frog in the fable, trying to enlarge itself to the size of an ox.

THE METROPOLITAN MATCHES.

Royal London Yacht Club.—The first match of the season of this club was held on Saturday, the glorious 1st of June, the anniversary of one of our grandest old sea-fights, the like of which we shall never see again. It was for the third class vessels of the club, not exceeding ten tons; one minute per ton allowed for difference of tonnage. The prizes were for the first vessel a handsome silver basket of the value of 20 sovs., and for the second boat 5 sovs. cash. An extra match for small yachts of six tons and under, belonging to members of the club, also came off at the same time, for which the first prize was a pair of silver goblets, value 15 sovs., and for the second vessel 5 sovs. cash.; time allowance the same. As the little vessels started first, we shall describe their struggle for glory in that order, so as not to mix up the two classes in their respective races.

The morning was at first lowering, and there was a haze abroad betokening great heat, accompanied by a nice breeze from W. to W.N.W.; shortly before ten a general move was visible amongst the canvas-backs that disported themselves on the bosom of the "Big Thame water", and the following lilliputian tonners came to anchor in line abreast for the start. The course was from Erith to Coal House Point and back to Greenwich.

Numbered as in Hunt's Yacht List for 1861.

No.	Names of Yachts.	Rig	Tons	Owners	Builders
	Lancet.....	sloop	4	J. F. Delany, Esq.	Picot
639	May-fly	sloop	4	W. Roe, Esq.	
	Giraffe.....	cutter	6	D. Hatcher, Esq.	
916	Spray	sloop	5	G. Haines, Esq.	Britten
1230	Wee-pet.....	sloop	4	A. O. Casamajor, Esq.	Milford

The Idas, 6 tons, Messrs. Ayckbourn and Charnock, and Cicely, 4, tons, Mr. Starkie, were entered, but did not appear at the starting buoys. At 11h. 32m. 30s. a capital start was effected, the little ships' crews having to set their canvas, and weigh their anchors at the same time. This difficult manœuvre, difficult from the confined space in which the men have to work on board such craft, was performed most creditably, and all got away on excellent terms. Shortly after starting the Giraffe went into first place, and declared to win; and well she supported her challenge to the little fleet, for notwithstanding all their efforts, she went along as she liked, and held the lead throughout, and won as she pleased. The celerity displayed by the crew in getting her

anchor in and hoisting her canvas made a great impression in her favor, and odds were freely offered. Down St. Clements she led them a merry dance, away past Greenhithe it was the same, the Spray and Lancet were the only two vessels that showed any pretensions to compete with the leader, and these two had a spurt together, but in no way came within hail of Giraffe as the following times of rounding flag-buoy off Coal House Point will show:—

	h.	m.	s.		h.	m.	s.
Giraffe	1	11	30	May-fly.....	1	21	28
Spray.....	1	18	20	Wee-pet.....	1	24	0
Lancet.....	1	19	6				

Soon after rounding the wind hauled up more north, and some wicked nor'-west bursters came rattling across the river, making the little craft to "wake up and look sudden" after their sticks; and if the cheeks of some of the crews did for a moment blanch, it was not to be laughed at, for we heard more than one veteran proclaim their imminent danger from those fitful puffs. The tide had not run down its full due, and they had to burst up the tail end of the ebb as far as Gravesend, and a dead noser to boot: the Giraffe kept her square-headed topsail set, and turned up to wind in true "Itchen-ferry fashion," placing fathom after fathom of clear water at every tack between her and her antagonists. The Wee Pet seemed to have her hands full of work in the squalls, but went away like a good plucked little barkie notwithstanding. Greenwich was reached without any change save that of the Mayfly and Spray retiring from the contest, and Wee Pet going into third place; the times of passing the flag-buoy was as follows:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Giraffe	5	7	30	Lancet.....	6	12	30	Wee-pet.....	6	30	0

Giraffe was declared the winner, and "King Dan of the Itchen" duly presented by Commodore Arcedeckne with the silver goblets, out of which we hope he will quaff to the success of many more of his famous little clippers: the Lancet received the second prize.

Numbered as in Hunt's Yacht List for 1861.

No.	Names of Yachts	Rig.	Tons.	Owners.	Builders.
82	Bessie	cutter	10	J. H. Hedge, Esq.	Harvey
1243	Why Not?.....	cutter	8	J. C. Gray, Esq.	Hatcher
1059	Violet	cutter	9	Lord de Ros	Aldous

The starting gun for these vessels was fired at 11h. 41m. 15s.: the Why-not and Bessie were first away, promptly followed by the hardy little Violet, which appeared quite ready and willing to make as gallant

a fight as she did with the same antagonists at the Prince of Wales Yacht Club Match on the 21st of May, notwithstanding that on the present occasion she lost some eight minutes at the start by ranging on on her anchor. It may be remembered that the Why-not got ashore during the same match, at a period when the race was apparently in hand, and after establishing a good steady average freehold, in the vicinity of Thames Haven, she got afloat again just 1m. 36s. too late. The fame of the celebrated builders, Hatcher of Southampton, commonly known as "King Daniel of the Itchen," and Harvey of Wivenhoe; the builders respectively of the Why-not and Bessie, imparted to this, their second time of meeting, very great interest, and every move of the rival clip-pers was closely scrutinized; the Itchen Ferry mariners have established for themselves a prestige upon the waters of the Thames, more formidable if possible than that which they enjoy in their own waters of Southampton; so that the advent of the Bessie was looked upon as like to shake "King Dan's" dynasty to its foundations; "King Dan" himself however appeared determined not to "die nasty," for he sent the Why-not along at a rare pace, taking a commanding lead at once, and giving the Bessie's crew all their work to do, and little time to study the manner of doing it; the Violet behaved wonderfully and was excellently handled, and they rounded the Coal House flag-boat in the following order and times:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.		
Why-not.....	1	14	15	|	Bessie.....	1	17	0	|	Violet.....	1	18	15

The Why-not mindful of the mess she got into on the 21st of May, had prepared betimes for the rounding of the flag-boat, and the Bessie, watching her like a hawk, also shifted her topsail, and made everything snug for a determined battle to windward; round therefore they came, and the Why-not with a strong lead, commenced working the north shore cautiously in the slack water, that anywhere offered means whereby to escape the last race of the ebb; approaching Gravesend the Bessie walked up to her saucily hand over hand, and the interest in the struggle became intensified; off the town pier of Gravesend she ranged up to wrest the weather-gage from the Why-not, she tacked just off the pier, but missed in her calculation of weathering the Why-not, the latter vessel was standing in on the starboard tack, and accordingly hailed the Bessie either to put about or give way, neither of which she did, and the bowsprit of the Why-not catching in the mainsail of the little Wivenhoe beauty, and the pride of the Itchen was despoiled of that important stick at a moment most critical, and away went spar and sail overboard. Now we never are disposed to say otherwise than what will

promote good fellowship and forward the interests of yachting, and it is in this spirit that we beg to observe that a little more of the "*suaviter in modo*" displayed between these vessel's crews upon that day, would have ensured the pleasurable ending of a splendidly sailed and most interesting match to many delighted spectators; would not have damaged either vessel's chance a hair's-breadth; and would have spared the sailing committee an extremely unpleasant job, and themselves the expenditure of much unnecessary English grammar. The crew of the Why-not, with most admirable smartness speedily rigged out the stump of the bowsprit and set up a storm jib; and notwithstanding the lead now obtained by both Violet and Bessie, she turned to after ten minutes delay, and settled to her work like a real plucky little heart-of-oak; off Greenhithe she collared the Violet, but the Bessie had by this time obtained too strong a lead, and the flag-boat at Greenwich Hospital was passed in the following order and times:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Bessie	5	3	15	Why-not	5	20	20	Violet	5	40	0

The protests entered between Bessie and Why-not of course precluded the prizes in this match being given to the winners on board the club steamer; but the sailing committee having met to consider the matter in all its bearings, came to the decision that the Bessie had forfeited all claim to the prize, and awarded the Silver Basket to the Why-not, and the sovereigns to the Violet as second boat.

Royal Thames Yacht Club Match.—Monday, June 3rd, commenced the first match of the season of this fine club which has now, through the indefatigable exertions of its noble commodore Lord Alfred Paget, assisted by his able staff of officers, arrived at the enviable distinction of being considered the first *yachting* club in the world, and should any doubt exist in the mind of any yachtsman, the fleet of racers that assembled at the starting buoys off Erith on that day, every one of which belonged to this famous club, would be a convincing argument to remove it: we think that in the annals of yachting no single club has ever previously put forward so grand a fleet, and although the prizes were thrown open to all vessels belonging to Royal Clubs, yet not a single burgee was found hardy enough to beard the matchless clip-pers which so gallantly bear the blue flag with its snowy cross and crimson crown, not only in the waters of the Thames, but wherever a banner may be flown, and a noble craft and daring crew may do battle for the Championship of the sea.

The prizes offered were, for the first class, being vessels exceeding

35 tons, a magnificent silver epergne and stand, from the *atelier* of Mr. Hancock of Bruton Street, value 100 sovs., a prize for the second boat of an elaborately chased silver jug, with two cups to match, made by Messrs. Garrard of the Haymarket. For the second class vessels of over 20 tons, and not exceeding 35 tons, the first prize was a beautiful silver tea service, manufactured by Messrs. Garrard, of the value of 50 sovs., and a splendid silver tankard, made by Mr. Hancock, for the second vessel. The course was from Erith round the Nore Light-ship and back, and the allowance of time for tonnage in both classes was 30 seconds. The following were the entries:—

Numbered as in Hunt's Yacht List for 1861.

No.	Names of Yachts	Rig.	Tons	Owners	Builders.
FIRST CLASS.					
156	Chrystabel.....	cutter	48	H. H. Kennard, Esq.	Aldous
788	Osprey	cutter	62	Col. R. W. Huey	Ratsey
57	Andax	cutter	59	J. H. Johnson, Esq.	Harvey
490	Glance.....	cutter	36	Andrew Duncan, Esq.	Hatcher
28	Amazon	cutter	46	H. F. Smith, Esq.	Harvey
432	Glimpse	cutter	36	John Clark, Esq.	Spencer
619	Marina.....	cutter	65	J. C. Morice, Esq.	Ratsey
SECOND CLASS.					
973	Thought	cutter	27	F. O. Marshall, Esq.	Hatcher
769	Phasma... ..	cutter	34	E. Saunderson, Esq.	Ratsey
791	Phyche.....	cutter	22	Col. B. W. Cumberlege	Tutt
764	Phantom.....	cutter	27	S. Lane, Esq.	Penny
794	Queen.....	cutter	28	Capt. J. W. Whitbread	Wanhill

Of these all started except the Psyche.

The morning of Monday was lowering and gloomy, looking for light winds and showers; and at the time of starting the wind was very light at north-west: the vessels were moored in two lines off Erith Church, the light weights being considerably lower down than the larger vessels. Never perhaps was speculation so much at fault upon any event in the aquatic world as upon this race; and expressive of the reason why we shall quote the observation of a veteran yachtsman made to us as he surveyed the vessels at the starting buoys, "There was too much talent afloat for the width of the water, and the *weight* (?) of the weather!"

Lord Alfred Paget, Vice-commodore Green, and the Secretary, Capt. Stuart Grant, were as ever, punctually to their posts to the moment; there is no waiting for laggards, no postponing for a half hour or so, with the Royal Thames, everything is done like clockwork, and consequently yachtsmen know to the quarter second when the word of command will be given and the gun fired.

At 11h. 45m. 15s., the roar of the gun had a magical effect, an apparently solid wall of canvas rose as at the wave of a necromancer's rod. Cheer after cheer rose fitfully and wildly upon the air as the splendid sight warmed into fever heat the blood of the hundreds of eager and delighted spectators: such a sight had never before been witnessed on the Thames, and the enthusiasm displayed by the many persons that crowded the accompanying yachts, the steamers, and the shores of the river was never equalled save upon Epsom Downs. The Derby of the Thames had indeed commenced, and the rapidity with which all the vessels were under canvas and away, was something marvellous, betokening veteran experience and the perfection of training in both men and officers. To say one word about masters or crews would be invidious, for the flower of cutter sailors were engaged in this contest: had the weather been a little more propitious, and had a strong breeze, that would have developed the powers of the larger craft, prevailed, it would have been the finest race ever witnessed on the Thames or elsewhere.

Thought was first with her canvas, sending up her gaff topsail at the same time as her lower sails, the other vessels were almost together in their rapidity of seamanship; the Thought got a splendid start and was first away, Phantom got hampered in some unaccountable manner with her spring, and before her crew could clear it the large vessels were down upon her and she was the last to get away; in the light wind that prevailed the leewardmost vessels were becalmed by those to windward, and did one by a chance flaw endeavour to clear out of the ruck, the others with equal promptitude took advantage of it and were down upon her like a flight of hawks; talent was afloat with a vengeance, and it took an eagle eye and a fox's cunning to gain an inch of vantage water. Thus they moved down through Erith Rands, a compact mass of canvas; presenting a *coup d'œil*, that those fortunate enough to witness it will never forget; at length the master of the Glimpse espied a streak of tide, and sending the little ship boldly into it, she went away with a splendid lead, astonishing many who witnessed the manœuvre, as those who were not in the secret could not understand how such an able looking little cruiser could so rapidly steal away from the long dangerous looking clippers that crowded in her wake.

At 11h. 57m. 10s. going down the Rands the fleet formed two divisions; the port division led, consisting of the following vessels:—Glimpse, Marina, Queen, Thought, Amazon, and Glance: the starboard division to leeward consisted of Audax, Chrystabel, Phantom, Osprey, and Phasma. At 12h. 3m. 10s. Chrystabel tried to luff across the

stems of the vessels ahead of her, whilst the wily Thought handled with marvellous nicety, burst through the lee of both Queen and Marina, went to windward of the Glimpse, wresting the lead from her and boldly challenged the whole fleet : a loud murmur passed from deck to deck, as the dangerous little clipper went proudly to the front, shaking her red and white battle flag in saucy defiance. At 12h. 10m. 10s. all gybed into Long Reach, which they entered in the following order :—Thought with a good 100 yards lead, Queen 2nd, Glimpse 3rd, Glance 4th, Marina 5th, Amazon 6th, Audax 7th, Phantom 8th, Osprey 9th, Chrystabel, 10th and Phasma 11th. Through Long Reach they ran in this order, the Thought still gaining, and all the others close abreast of each other ; off Greenhithe the Chrystabel bore away to leeward to get clear of the ruck, the Audax and Osprey following suit, shook themselves loose and endeavoured to force a passage ; Glimpse also began to lose ground, and appeared very stiff. Going through St. Clements there was a fresh puff, and all began to show faint white streaks astern, Thought still increasing her lead ; her formidable competitors astern were playing her game in the most satisfactory manner, for woe betide the little ship that began to show her bowsprit one inch beyond what was considered safe.

At 12h. 54m. 10s. the wind fell light again, and going through Northfleet Hope the Osprey began to look dangerous, and Audax endeavoured to force her way through the Glance's lee, but the Glance would not have it at any price, and covered the formidable Audax so that she could not escape from her. Off Northfleet the Osprey warily watched her chance and luffed to windward of the Glance, and the Audax, Glance and Osprey ranged beam and beam with the Queen, the latter vessel sticking upon the Glance's weather bow with astonishing pertinacity, and giving the latter vessel her wash the greater part of the run down. The Osprey went steadily and surely ahead and took the second place in beautiful style, then came the Queen with the Glance, Audax, and Chrystabel all together on her lee quarter, the remaining vessels well up. At this point the desperate struggle commenced, the Audax sent four men out on her bowsprit, and shifted her balloon jib for going through the Lower Hope ; the Glance followed her example, as also did the Marina ; Audax again tried to force her way through the Glance's lee, but the little clipper was wary and watchful ; again the Audax watched her opportunity and changing her tactics luffed short up across Glance's stern, but it was also luff with the Glance in an instant, and the stately clipper was again foiled ; nothing daunted again she tried her speed in a strong puff to wrest the weather gage from the

Glance ; the Chrystabel ranging up in the puff luffed on the quarter of the Audax, and both vessels threatened to overpower the hardy little Glance, but she was not to be caught napping, it was down helm with her like lightning, and she bored the Audax and Chrystabel into such shallow water that at last they were forced to up helm and run to leeward. Along the shore of Tilbury marshes this game battle was fought, the Glance not flinching an inch to her powerful antagonists ; numerous handkerchiefs were waved from the steamers, and repeated cheers testified the admiration excited by the little Glance's clever tactics to escape being overpowered by her rivals. Many fancied that both Audax and Glance scraped the mud during this exciting contest, but no such thing took place.

The Audax however would not be denied, and entering the Lower Hope she burst through the lee of both Glance and Queen, and took the third place ; the Thought had at this time obtained a lead of fully a mile, and the Osprey was nearly a quarter of a mile ahead of the Audax, Glance and Queen. Phantom was terribly hampered amongst her large adversaries astern and could not get clear at any price ; going into Sea Reach the Chrystabel ran through the Glance's lee, and the vessels were then in the following position:—Thought 1st, Osprey 2nd, Audax 3rd, Chrystabel 4th. Next came the Glance, Queen, Phantom, Amazon, and Marina, all in a ruck, running down wind in splendid style; the Phantom weathering on the Queen, and both head-reached on the Glance, Marina, and Amazon ; the Marina began to make play, and went ahead of them at this time.

At 2h. 36m. it was a beautiful race amongst these vessels, the Glance again shewing slightly ahead, the Queen and Phantom ding-dong at each other to windward of her, the Phasma ranged up under Phantom's lee, and the Amazon and Glimpse to leeward of all: the sternmost vessels were reaching along with a fresh breeze and drawing up with the van of the fleet. Nearing Southend the vessels stood in the following order—Thought, Osprey, Audax, Chrystabel, Marina, Glance, Amazon, Phantom, Queen, Phasma, and Glimpse: at 3h. 21m. the Glance ranged up beam and beam with the Marina, the Amazon ranged up alongside the Glance to leeward, and a beautiful race took place between these three vessels for the lightship: the Glimpse carried away her bobstay off Hole Haven, and was unable to replace it, so that it was wonderful how she kept her position at all. The world-famed Nore was at length reached just as the tide gave symptoms of being done, the wind a point more to the west than in the morning, but very variable and light ; it was rounded in the following order and times:—

	h	m.	s.		h.	m.	s.
Thought.....	3	33	12	Amazon.....	3	51	25
Osprey.....	3	37	26	Phantom.....	3	55	23
Audax	3	39	45	Phasma.....	3	58	54
Chrystabel.....	3	44	20	Glimpse	3	59	40
Marina	3	50	45	Queen.....	4	0	45
Glance.....	3	51	3				

All had shifted jibs at the close of the run to the ship, but Thought, Glance, and Phantom still carried their large topsails. The Thought made a grand bound over to the Essex shore, not losing an inch of her lead by the wind ; the Glance rounded the ship in beautiful style and hauled up sharp in a bow line in a masterly manner, going to windward of the Marina and Amazon after a fashion that woke those two vessels up considerably, as the Phantom rounded the ship, her gaff-topsail giving way and carrying away the yard, her topsail came down by the run, a disaster which proved of vast detriment to her at a most critical point of the race ; she however set her second topsail very smartly ; the wind shifting a little enabled all the vessels to lie up through Sea Reach, and they maintained their respective positions as in rounding the Nore ; going through the Lower Hope the Osprey overhauled the Thought hand over hand, and threatened to wrest the lead from her, but nearing the Ovens buoy the Thought caught a nice air of wind, and again took a strong lead ; the Audax next shook herself loose and travelled up to the Osprey in grand style, and the Chrystabel challenged both ; much excitement was aroused by the aspect the struggle assumed ; from the speed of the Thought and the day being almost her own, it became evident that she would take the first prize from the first class vessels, and the Audax having come within her time of Osprey, and the Chrystabel within her time of both, it became almost a toss up and dependance on the chapter of accidents, as to who the other winners should be ; for of wind to enable them to show skill or seamanship there was none : at 6h. 11m. the Phantom collared the Glance and took fifth place, going along as if she had a screw in her tail. In Gravesend Reach the Chrystabel lost a good deal of her vantage ground, whilst the Osprey drew rapidly on the Thought and went away from the Audax : it was a turn to windward through Northfleet Hope, and the Thought made beautiful sailing : at 6h. 29m. 10s. the Chrystabel tacked to starboard : at 6h. 33m. 55s. the Osprey and Audax tacked to starboard, and at 6h. 35m. 25s. they both again tacked to port ; the Thought well ahead of all did not make her first tack to starboard in the Hope until 6h. 36m., this will show what she gained in handling at this point. Off Purfleet there was a great fleet of ships, brigs, and barges, which considerably hampered the yachts, but by exquisite hand-

ling they were taken through in fine style, and the Flag Ship at Erith was rounded in the following order and times.—

	h.	m.	s.		h.	m.	s.
Thought.....	7	54	47	Marina.....	8	35	0
Osprey.....	7	57	30	Amazon.....	8	40	0
Audax.....	7	59	50	Phasma.....	8	47	0
Chrystabel.....	8	4	42	Queen.....	8	49	0
Phantom.....	8	14	42	Glimpse.....	8	50	0
Glance.....	8	18	45				

There was scarcely any wind at the finish, but the excitement as to the result of the race between the Osprey, Audax, and Chrystabel, was intense, as the two latter vessels approached the Flag Ship; the Audax was however again fated to be the victim of time allowance, losing her well sailed race to the Osprey however by only 50s., her allowance of time from Osprey being 1m. 30s. Thus the Thought having come in ahead of all the first class vessels took the first prize of that class, £100 sov. plate. The Osprey took the first prize of the second class vessels; the Chrystabel the second prize of the first class vessels; and the Phantom the second prize of the second class.

JUNE 18th.—This club celebrated the second match of the season on another glorious day in the annals of old England—a day ever rendered memorable by being the anniversary of one of the hardest fought battles we have ever seen recorded, a battle in which the courage of the belligerents on both sides was equal, and, although our ancient enemy suffered defeat, their honor remained pure and unsullied: we hope many generations will pass away ere the ploughshare be again turned into a weapon of warfare between the two countries; *quod avertat Deus*.

Our present pursuits are the enjoyment of friendly contention between artistic specimens of naval architecture, sailed more for the honor of being hailed the winner than for the possession of the prizes that accompany that title. In our previous account of June 3rd, we have noticed the liberality of the Royal Thames in its various prizes: possessed as this club is of a greater amount of funded capital than any other, it can afford to sport a few hundreds yearly to promote the interests of the pleasure navy, by inducing a spirit of rivalry among yacht builders and others. On this occasion prizes were offered for a class of vessels that had never won a prize in the club, belonging to members, which had been built and launched prior to Jan. 1st, 1860, and did not exceed 50 tons, this was called an "Extra Match,"—the prize an elaborately chased silver salver, value 50 sovs, manufactured by Smith and Nicholson, for which the following started,—

Numbered as in Hunt's Yacht List for 1861.

No.	Names of Yachts	Rig	Ton	Owners	Builders
735	Oriole	cutter	26	J. W. Ledger, Esq.	Inman
194	Cyclone.....	cutter	43	J. Field, Esq.	Patterson
312	Eva	cutter	21	W. R. Gade, Esq.	Wanhill

Prizes were also offered for third and fourth class yachts, but the former not filling the fourth class sailed for a handsome silver teapot, ewer, and jug to match, value 30 sovs., manufactured by Smith and Nicholson, for the first vessel; and a silver tankard, value 10 sovs., by Garrard, for the second vessel, if four started. The following entered—

No.	Names of Yachts	Rig.	Ton	Owners.	Builders.
1059	Violet	cutter	9	Lord de Ros	Aldous
801	Quiver.....	cutter	12	Capt. Chamberlayne	Chamberlayne
248	Don Juan.....	cutter	11	W. Cooper, Esq.	Hatcher
380	Folly.....	cutter	12	W. L. Parry, Esq.	Payne

The first named vessel did not start in consequence of illness in the family of Lord De Ros.

Not quite so punctual as usual the steamer left the Adelaide wharf, having on board the noble commodore and an excellent company, which although not so many as on the previous occasion, yet quite sufficient to make the trip pleasant, especially in this warm weather. On arriving at Erith we found the "pets" lying quietly at their moorings ready for action. As there was a great disparity in the sizes of the vessels they were started at different periods,—the course being the same, namely, from Erith to the Chapman and back, a distance of about 45 miles.

The gun fired for the fourth class at 11h. 30m. 30s. when the Don Juan, with lightning speed was under canvas, with topsail set, and first to point her bow to the downward course, followed by Folly, which stood over to the Essex shore, but speedily put about and endeavoured to cross the bow of Don Juan, and failed in the attempt. Both vessels crossed the Quiver which had to give way, and all then stretched over to the Kentish shore; the wind being at this time about E.N.E. The Don led through Long Reach. In Fidler's Reach the Folly caught up a breeze which placed her beam and beam with Don Juan, and off Grays Reach they were compelled to give way to each other, which gave the Quiver a slight advantage, as they lay down Northfleet Hope the Quiver was about a minute astern, and the Folly off Northfleet took the lead of Don Juan, which she kept throughout the course down, being at Coal

House Point about two minutes ahead of Don Juan, and eight ahead of Quiver. They dashed through the Lower Hope, but in Sea Reach they encountered a heavy sea, which required great caution on the part of such small boats, especially with Folly, whose mast was said to be weak. The Flag boat was placed for rounding about a mile short of the Chapman, and the three small vessels rounded as follows :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.		
Folly.....	2	46	0	|	Don Juan.....	2	48	40	|	Quiver.....	2	56	15

The Folly had thus gained 2m. 40s. on Don Juan, and 10m. 15s. on Quiver.

We will now return to the larger craft the “extra match” as it was termed. The starting gun gave forth the welcome sound at 11h. 42m. 15s., when the Oriole with great smartness hoisted her lower canvas, and as she canted uprose her square-headed topsail. This alacrity gave promise of better things than her after performance realized.—She was first away with a lead of two lengths, followed by Cyclone and the little Eva, which, by judicious management got the lead, for soon after the first tack, being well to windward she shot far into the bight, and when they came about again was well ahead, though impeded in her progress by a yacht not in the match—the Cyclone had also passed ahead of Oriole—in this order they went through Fidler’s Reach, and when off Broadness the Cyclone getting a fresh breeze overhauled the Eva, and keeping the freshner, whilst the little vessel apparently was not so favored, flew down Gray’s Reach, in pursuit of the tiny fleet, the last vessel of which she overhauled in the Lower Hope, through which she sped “right merrily.” The club steamer now blazed away for the Chapman to be in time for the rounding, so that we lost the latter part of the race between Eva and her slow compeer the Oriole. The time of passing was :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.		
Cyclone.....	2	52	30	|	Eva.....	2	59	40	|	Oriole.....	3	12	45

The Cyclone had gained 7m. 10s. of the time she had to allow Eva.

Each vessel in both classes rounded in a very excellent manner. Those vessels which had not struck their jib-headed topsails previous to rounding, immediately after changed them for their largest square topsail ; and now the whole interest in the race was apparently over—for it was soon made apparent that the Don Juan notwithstanding the boasting of her admirers, had met on strange waters one whose laurels she could not pluck—and the hitherto almost invincible Quiver likewise was doomed to an inglorious defeat. The Cyclone we may presume had a much larger area of canvas than the Eva, yet she did not in running

show anything to advantage, for on examining the following statement it will be seen that she lost 1m. 20s. of the time she had gained on Eva. The arrival at Erith was :—

	h.	m.	s.		h.	m.	s.
Folly	5	10	20	Quiver.....	5	17	50
Don Juan... ..	5	13	50	Eva.....	5	21	20
Cyclone.....	5	15	30	Oriole	5	26	0

The Vice-Commodore, R. Green, Esq., presented the prizes to the successful vessels. The Folly having beat the Don Juan by 2m. 30s. independent of time she had to allow, received the first prize, and the Don Juan the second.

The Eva having to receive 11m. from Cyclone, was the winner by 5m. 10s. of the salver, the prize in the extra match.

In the programme it was announced that the second prize would only be given in the event of four starting, but the officials of the club, taking into consideration that the three vessels that *did* start came expressly for this match from Southampton, and it is to be regretted they could not all be rewarded for the zeal which their owners show in the matches on the Thames.

It is unnecessary to particularize these yachts as they have been so frequently logged in the *Magazine*.

London Bridge was reached shortly after 7 p.m., after enjoying pleasant weather and excellent matches.

IRISH MODEL YACHT CLUB.

The second-class match for yachts of this club, fixed for Saturday, June 8, after proving most exciting for a short time, unluckily ended in disappointment. The day was fine in the morning, with a nice light breeze from the N.N.E., but from the look of the sky, and the well-known habit of easterly winds in the Bay of Dublin, the knowing hands predicted a calm, and many bets were offered that the gentlemen amateurs on board the contending craft would pass the night at sea. At 2h. 30m. a red flag at the mast-head of the Racer, revenue cutter, gave the signal for the yachts to take up their stations, which they did in a line from H.M.S. Ajax to the entrance of the harbour. The entries were :—

Emerald, cutter, 12 tons, W. J. Corrigan, Esq.; Magnet, cutter, 12 tons, E. J. Bolton, Esq.; Virago, cutter, 10½ tons, J. Whyte, Esq.; Ethel, schooner, 13 tons, D. Ferguson, Esq.

By the conditions of the race each was to be manned and steered by gentlemen members of the club or of a royal yacht club, one paid hand only allowed in each boat, which was to forfeit all claim to the prize if he touched the tiller.

The Emerald did not show, and the race was considered to lie entirely between the Magnet and Virago, as the Ethel, though a fine sea boat and fast in a breeze, has too small sails for racing, and was most kindly entered by her spirited owner merely to make up the match; she is, however, 17 tons, but received an allowance of one quarter as a schooner, and in a stiff breeze with a sea would puzzle most of the smaller ones.

The Magnet is a very pretty craft, most beautifully finished, and with great accommodation; she reflects great credit on her builder and designer, Holden of Kingstown, and on her owner, Mr. E. J. Bolton, Royal Thames Yacht Club, for the way she is brought out; her new suit of sails, by Lapthorne, shone white in the sun and fitted beautifully, her large square-headed topsail standing like a board. She was unlucky last season, as being hurriedly brought out with her new rigging all slack, she lost her mast in running for the Club Challenge Cup on July 10, and having by great exertion got a new one in during the night in time to start for the £20 prize of the Royal St. George's Yacht Club next day, her boom went in the first round. She, however, won the Prince of Wales's Cup at Swansea on the 23rd of August.

The Virago is well known in Dublin, and beat the Dove and several others for the Challenge Cup of this club in 1859, and carried away her bowsprit while looking well for the same cup last year.

At 3h. 5m. the first gun was fired to make ready, when in taking an extra pull at the Virago's topsail sheet it gave way about two feet from the cleat or gaff end, and of course unrove, leaving her in a pretty fix; however, without a moment's delay her main and peak balyards were let go, and one of her amateurs receiving the broken end through the cleat was aloft in an instant, and rebent the end in the sail, while the mainsail followed him with such rapidity that when the second gun went her topsail was again sheeted home, and she led out of the harbour; but unluckily meeting the Alacrity of Bournemouth right at the mouth of the harbour, she had to go under her stern, which threw her considerably to leeward, and her topsail tack and sheet being a little slack after the scrimmage at starting, it would not sit, and she went so far to leeward that it looked any odds on the Magnet. Her crew, however, soon gathered things together, and, both vessels soon after going about, she passed astern of the Magnet some 150 yards, but was soon seen to be holding a better wind, and after two or three tacks, in which her helmsman, a limb of the law, distinguished himself exceedingly by his judgment, and nice handling in the light puffs which came now and then a little more freely, she fairly crossed the Magnet's bow, amidst the cheers and chaff of both crews.

The interest in the race was then over, as the Magnet held her reach towards the northward, looking for a breeze and the tail of the ebb tide, while the Virago and Ethel worked towards the southward, being anxious to get round the south Burford buoy before the wind altogether left them and the tide turned. This a shift enabled the Virago to do, and a catspaw coming dead ast, enabled her to set her balloon jib and go away for the North

Burford at a racing pace, leaving the Ethel in a calm, going broadside on upon the South buoy, while the Magnet, utterly becalmed to the north, and the tide turning against her, was at least three miles astern. It now looked any odds on Virago, who rounded the North Burford at 6h. 3m. 35s. p.m., and immediately began to make her way up the bay to the East Bar buoy, distant three and three quarter miles; before, however, getting inside the Baily light and out of the flood tide, running round Howth Head to the northward, it suddenly fell a dead calm, and from that time until 10h. p.m., she continued to drift, sometimes barely holding her own, sometimes going astern.

Magnet and Ethel, meanwhile, were fighting their way to the North Burford, against tide, and at about 9h. the former contrived to get round it; but as the rules of the club require the race to be concluded by 9h. p.m., there was nothing for it but with the first wind that came to make the best of their way home. The wind, when it did come, was dead on end, and so light that the Virago could not make her way across the bay until 12h. 30m., and, curiously enough, met the Magnet at the very mouth of the harbour, just as she went in, and had a stretch across it with her. The Ethel got in half an hour sooner. It was lucky they did get in, as the night came on calm, with heavy rain, not pleasant in small craft, with very little grog on board.

NORFOLK AND SUFFOLK YACHT CLUB.

The first match of this club was held at Cantley, a convenient point on the Yare, a few miles from Norwich, on 6th June. Although the weather has been extremely fine during the last fortnight, a change for the worse set in on Thursday, which was ushered in by a cold drizzling rain, gradually increasing in intensity, and a cutting north-easter. But yachtsmen are not daunted at trifles, and the muster at Cantley was fully equal to former years; indeed, the reach of the Yare, near the staithe, was quite gay with amateur shipping, from 20 to 30 yachts and latteens having put in an appearance. The Commodore (Mr W. H. Scott) was not present, being detained in another part of Norfolk by an engagement in connexion with the volunteers; but the Vice Commodore (Mr. F. Brown) and the ex-Commodore (Mr. R. S. Trafford) were both in attendance, the fine yacht of the latter, the Argonaut, being an especial centre of attraction during the day. Among the other yachts and latteens assembled were the Wanderer, Belvidere, Red Rover, Medora, Psyche, Wallace, and Katbleen, from Yarmouth; Bittern, Red Rover, Marguerite, Kestrel, Merlin, Amateur, and Cygnet from Norwich; Vampire from Cove; Brilliant from Beccles; Alma from Surlingham; Uriel from Bungay, &c. With such a goodly force as this, nothing was wanted but a warm, sunny day, to render the meeting a most pleasurable and satisfactory gathering; but as the fates were unpropitious in this respect, the only course open was to make the best of the circumstances as they stood. After all, the day turned out better than it promised, for the rain ceased early in the

afternoon, and the keenness of the wind also abated something in intensity, although the dull leaden aspect of the skies gave a sombre tinge to the whole proceedings.

The club has varied to some extent the arrangement of its matches for the ensuing season. Instead of offering one prize to be sailed for three times, and to be gained twice out of the three before being awarded, prizes of not less than £8 nor more than £10 are to be competed for at each meeting, and to be carried off then and there by the winning yacht. This will probably be found an improvement, for it is difficult to sustain one's interest in a contest protracted over a whole season, while disputes are almost certain to arise in the course of such a long-drawn affair. Two prizes of £10 were offered, in accordance with the new system, one for cutter yachts and the other for latteens, although the latter match not filling at first was not proceeded with till rather a late hour. The course laid down for both matches extended about a mile on each side of the staithe (as the wharves built at various points of the Yare for the shipment of agricultural commodities are termed) and was sailed over three times, making in all a distance, including the "backwardations" (if the language of the Stock Exchange may be adapted to aquatics), of some twelve miles. The cutter yachts entered in the first match were the Bittern, Messrs. J. and H. Morgan; the Wanderer, Mr. J. Barber; the Belvidere, Mr. T. Read; the Marguerite, Mr. H. K. Thompson; and the Kestrel, Col. Baker (10th Hussars).

The start took place at 12h. 38m. 45s. The Bittern met with an accident early in the match, running foul of a wherry, and carrying away part of her bowsprit rigging; the Marguerite (a Cowes built yacht of 5 tons) abandoned the contest before completing the first round; and the Kestrel, after traversing the course once very respectably, ran aground, and was consequently put *hors de combat*. The affair thus became narrowed to the Wanderer and the Belvidere, which had soon attained a decided advantage over the others. The contest was at the outset a close one, and the two yachts rounded the first buoy nearly together. In running before the wind, however, the Wanderer, which carried an enormous mainsail, soon showed her heels to her opponent, and left her considerably astern. The first round was completed as follows:—Wanderer, 1h. 33m. 40s., Belvidere, 1h. 35m. 17s., Kestrel, 1h. 39m. 19s.

As the tonnage of the Wanderer exceeds that of the Belvidere by 5 tons, she had to make an allowance of 2m. 30s.; and as she had only an advantage of 1m. 37s. the chance of the Belvidere at this point was not altogether hopeless. But the second round proved equally advantageous to the Wanderer, the same circumstance operating in her favour as before, as will be seen from the return of the times at which the second round was gone over:—Wanderer, 2h. 26m. 5s.; Belvidere, 2h. 30m. 10s.

The third round passed off in the same manner, although the wind not being quite so fresh, the Wanderer made scarcely such rapid way. The difference, however, was hardly perceptible, for while she was 52m. 25s. in going the second round, she occupied no more than 54m. 25s. in traversing

the course for the third time. She added 1m. 24s. to her advantage over her opponent, and as she had increased her lead by 2m. 18s. in the second round, she came in at the close 5m. 19s. ahead, thus winning with 2m. 40s. to spare. The result was officially returned as follows:—Wanderer, 3h. 20m. 30s.; Belvidere, 3h. 25m. 11s.

The latteen match was afterwards proceeded with, the entries being the Merlin (Messrs. Foster and Hubbard), the Vampire (Mr. Everett), and the Atalanta (Col. Wilson). It blew rather sharply from the N E., but as the evening advanced its force somewhat diminished. The start took place about ten minutes after four, and the first round (about four miles, the course traversed being the same as in the yacht match) was completed as follows:—Vampire 5h. 2m. 32s.; Merlin 5h. 3m. 23s., Atalanta 5h. 9m. 30s. The last named boat considering her chance hopeless, did not pursue her course further. The tonnage of the Vampire exceeding that of the Merlin by four tons, she had to make an allowance of two minutes, and therefore the Merlin at this point had still a margin of 1m. 4s. This, however, wholly disappeared in the second round, which the Vampire completed at 5h. 55m. 40s., the Merlin following at 5h. 58m. 55s. The third round enabled the Vampire still to increase her lead, and she came in at 6h. 52m. 20s., the Merlin not following till 6h. 58m. 0s., giving the Vampire an advantage, after allowing for difference of tonnage, of 3m. 40s. She accordingly received the prize (£10). The Atalanta was announced for sale at the close of the day's proceedings, but it is understood that she was not disposed of.

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

A MEETING of this Institution was held June 6th, at its house, John-street, Adelphi, Thomas Chapman, Esq., F.R.S., Vice-President, in the chair. Present—Admiral Sir T. Herbert, K.C.B., A. Boeteleur, Esq., Captain Washington, R.N., F.R.S., (Hydrographer to the Admiralty,) Colonel Palmer, Sir E. Perrott, Bart., and Admiral Bullock.

Mr. Lewis, the Secretary, read the minutes of the previous meeting.

The silver medal of the Institution was voted to Lieut. Dyer, R.N., and Mr. George Farrin, gunner of Her Majesty's ship Ajax, in testimony of their intrepid services, in conjunction with many others, who had been previously rewarded in saving life from the brig Neptune, which was wrecked off Kingstown, on the 9th of February last. Lieut. Dyer had been twice swept away by the surf, but was providentially saved, and Mr. Farrin received on that disastrous occasion, a serious wound on the head, from which it was said he still suffered.

The silver medal of the Institution was likewise presented to Mr. John Large, master gunner in the Royal Artillery, in acknowledgement of his brave exertions in wading into the surf at the peril of his life and aiding to rescue three out of seven of the crew of the schooner Harmony of Waterford, which, during a heavy gale of wind, was wrecked in Freshwater West Lay near Milford.

A reward of £2 was granted to George Gilbert, fisherman of Sutton-bridge on the Lincolnshire coast, for his prompt and very laudable services in rescuing, at considerable risk of life, four men, whose boat, during squally weather, had sunk, placing her crew in a most dangerous position. Gilbert observing the accident, pushed off immediately to their help, and arrived at the spot just in time to save them from a watery grave.

A reward of £13 was also voted to the crew of the Arklow life-boat, belonging to the Institution, for putting off in reply to signals of distress from two vessels, which had, however, afterwards got out of danger. It often happens that a vessel has a signal of distress flying, and that there is every reason to suppose her in extreme danger, when the life-boat's crew are quickly at their posts, but they go off only to find on arrival at the vessel that, by a change of wind, or other unforeseen cause, she has escaped the danger, and that the services of the life-boat are not required; yet the crew of the latter may have to incur as much risk in going out and returning to the shore through a heavy surf as if they had returned freighted with a shipwrecked crew. Such services are indeed sometimes of the most trying description that the life-boat man is called on to encounter, as all the dangers and exposure which he may have undergone have been to no purpose. Yet in such cases it will not do to hang back until it is certain that the shipwrecked crew are in the last extremity, for it would then too often happen that the far greater disappointment and grief would be experienced of seeing the vessel and her crew engulfed, when the means of safety were already on their way, but too late to be of any avail.

A reward of £12 was likewise granted to a number of poor fishermen of Blasket Island, on the coast of Kerry, for their very laudable and humane exertions in rescuing fifteen persons from a boat belonging to the ill-fated ship *Middlesex*, of New York, which during a fearful gale of wind had been abandoned in a sinking state, with fifty-three persons on board, in the Atlantic, in March last. After enduring great suffering on the ocean for many days, the poor shipwrecked men were ultimately observed by the islanders, who found them in a most exhausted state, and brought them ashore at much risk of life, two of the sufferers falling dead on reaching the land. The survivors were taken into the cottages of the islanders and treated most kindly by them for several days, during which period it was found impracticable to communicate with the mainland.

It was reported that the Institution had sent a few days prior a large life-boat, 35 feet long accompanied by a transporting carriage to Selsey, on the Sussex coast. The London, Brighton, and South Coast Railway Company had readily given them a free conveyance over their line. Some members of the Society of Friends and others had contributed £180 towards the cost of the life-boat, which amount had been collected by Mr. H. B. Wilkinson, and Mr. Joseph Beck.

The Institution had also life-boats ready to be forwarded to Campbeltown in Scotland, and St. Ives in Cornwall, and others were building for several other places.

It was stated that the Society continued to supply its life-boat stations with barometers, manufactured by Negretti and Zambra, and verified as usual by Mr. Glaahier, of the Royal Observatory, Greenwich. The charts on which the daily indications of the instruments are noted, make them without difficulty intelligible and serviceable to the most illiterate on the coast.

At a public meeting held a few days ago at Guernsey, it decided to offer their new life-boat, which is on the plan of the Institution, to the Society.

A report was read from the Inspector of life-boats, of his recent visit to the Life-boat Stations of the Institution on the Sussex and Kent coasts, all of which he found in good order.

Payments amounting to £450 were made on various life-boat establishments. The committee earnestly appealed to the public for assistance, to enable them to meet the continued heavy demands on their many life-boats, now numbering 112.

The proceedings then closed.

Among the machinery in use for affording succour to shipwrecked persons, not the least important article is a life-belt, or life-jacket, as it is sometimes termed.

As a person with an efficient life-belt on cannot sink, and can, with little difficulty, maintain an erect position in the water, with the face raised well above it, although unable to swim, it will readily be conceived that, if thrown into the water by any accident, he will have a much better chance of being saved than if not so provided, especially in a rough sea.



Numberless instances have occurred in proof of this statement; but a recent melancholy accident to a life-boat, not belonging to the National Life-boat Institution, when eleven men out of twelve who formed her crew perished, they having on life-belts of an inferior description, whilst the only man saved, and who could not swim, had on an efficient belt, (precisely similar to that shewn in our sketch,) has attached to the subject a certain amount of public interest. We think, therefore, that we shall be serving that interest by publishing a description and sketch of the life-belt worn by the fortunate survivor of the life-boat's crew above referred to, similar belts to those which have been, for the last seven years, provided to their life-boats' crews by the National Life-boat Institution.

Various descriptions of belts, &c., have of late years been designed; but as all are not equally efficient, and especially as all are not alike adapted for the use of a person who must undergo great phy-

sical exertion with his belt on, such as rowing in a boat against a head sea, we will offer an opinion on the qualities which we conceive a boatman's life preserver (and it is such we particularly have in view) should possess.

1st.—It should contain as much buoyant power as would support one man, with his head and shoulders above the water, although he might be disabled by injury or otherwise from swimming, or as would enable a man, if a swimmer, to support with ease another person beside himself.

2nd.—It should not be liable to lose its buoyant property by any accident to which it might be exposed, such as by a heavy blow, or by absorption of water.

3rd.—It should be of such a pliant, elastic, or soft nature, as to conform readily to the shape of the body, and not to prevent the free use of the arms and upper part of the person, or to confine the chest, so as to impede the action of the lungs, on which the capability of enduring prolonged exertion or fatigue much depends.

It seems to have been generally supposed that the least possible amount of buoyancy, which would suffice to raise the mouth above the surface of the water, was all that was required, and, accordingly, many of the belts which are sold in the shops have only buoyant power equal to 6lb., 8lb., or 10lb. A little consideration will, however, make it apparent that the largest amount of buoyancy which can be obtained, without seriously incommoding the wearer, and depriving him of the free use of his limbs, is no more than is requisite.

We believe that a life-belt for an adult person of average size, ought to have, at the least, buoyant power equal to 20lb., and as much more as can conveniently be obtained.

The belts, as used by the crews of the boats of the Royal National Life-boat Institution, and invented by Captain J. R. Ward, R.N., its Life-boat Inspector, have much greater buoyancy than any kind of cork belt previously introduced, and have other important peculiarities.

1.—Their buoyant power is from 20 to 24lb. *

2.—The cork is uncovered, so that its quality can always be discerned, and it is divided into many narrow pieces, each of which is separately sewn on to a strong linen or duck belt, covering the body from the arm-pits to the hips.

3.—These pieces of cork are distributed in two rows, one above, and the other below the waist, the belt being secured closely about the body by strings passed round the waist, between the two rows of cork, and being further secured by other strings crossed over the shoulders, as men's trouser braces are worn. This division of the cork into two-rows is one of the most important distinctions of these belts, as a sufficient quantity of cork to afford double the buoyancy of the ordinary cork belts can be thus attached, and in a manner which is much less inconvenient to the wearer than the lesser quantity in one row, which, not being secured round the waist, but round the chest, interferes with the reaction of the lungs, and the muscles of the

* To test its buoyancy, attach a weight equal to from 20 to 24lb, which it will be found to sustain.

shoulders and arms. By this arrangement, in these belts, the trunk of the body is enveloped in cork, so attached as to be perfectly flexible, and to allow of all the ordinary movements of the body without inconvenience, whilst it affords great protection to the body against injury from a blow, and is a preservative of its heat in cold weather.

We consider it would be a great boon to the seamen of our country if every merchant vessel and yacht were to have on board, and stowed in a chest on deck, as many of the belts as forms the number of their crews, so that in the event of their having to desert their vessels from wreck, leakage, collision, or fire, and take to their boats, each man might be supplied with an apparatus which, as it would make it impossible for him to sink, would, doubtless, be often the means of saving his life.

We are glad to find that Lord Willoughby D'Eresby has set an excellent example in this respect, having provided each man of the crew of his own yacht with a valuable life-belt like the above.

REMARKS UPON A FUNDAMENTAL DEFECT IN THE EXECUTIVE OFFICERSHIP OF THE NAVY.*

SECTION II.—THE EFFECT.

A sound system is pursued in the gun-exercise of our ships of war. Each man at the gun has a distinctive number to which a special duty is assigned in working the gun, but by the constant practice of "changing rounds," as it is termed, consisting in each man being made to frequently change his number and his duties, all are rendered equally able to perform any of the duties required, so that if loss ensue in action, all are alike fitted to take command of the gun and to fight it.

This "change round" system, so sound and practical, has in one respect, and a very important one, been wholly disregarded in our navy, and the neglect has been productive of consequences tending materially to lessen the efficiency of the service.

To the master is committed the all but sole charge of conducting our ships of war, not only across the ocean, but often through navigations which can only be used safely where the party in charge is possessed of nerve, quickness of eye, and prompt judgment, qualities which are the almost unvarying results of constant practice, and are only to be thus acquired. Though the rules of the service confine the practice of navigation to the master, so far as the charge of the ship is concerned, all commissioned executive officers are required to possess a theoretical knowledge of the art. From the young cadet's entry into the service, till the day he qualifies himself for a lieutenant's commission, he is constantly instructed in the theory and practice of navigation, but having passed his examinations, in which, it may be observed, the requirements as regards navigation are the same as those demanded in the case of the master, the knowledge he had acquired having served his

* Continued from page 272.

turn, is cast away like an old garment, and is no more thought of, for the simple reason that responsibility as to the navigation of the ship will not be his, until he attains a command. In point of fact, therefore, the real meaning of such examinations is not to prepare the candidate for future practice, but to qualify him for a certain rank. It is true, that the rules of the service require a lieutenant to take his own observations, and work a daily reckoning, and in some well-regulated vessels, with captains conscientious and vigilant, these salutary rules are duly obeyed, but in ninety-nine cases out of a hundred, they are evaded, and the officers generally allow themselves to copy that which, in their case, is of no practical importance ; and hence, although the captain divides the responsibility of the navigation of the ship with the master, who can wonder that, upon the sudden indisposition or removal of the latter, both captains and lieutenants have often been unable to perform their duties.

The mere statement of the practice will be indicative of the effect, and the actual results which have followed in the naval service might be illustrated by numerous well-known examples, were it not an ungracious act to do so. Examples, in truth, abound, but it is unnecessary to supply them to prove the existence of that which must be self evident to all.

It may here be fairly asked, whether there is no efficient masters. Doubtless there are such, in spite of their practice, as there are tares in every field of corn, but mark the difference ; the inefficiency of the master is the fault of the man—that of the lieutenant, and the grades above him, is the direct effect of the system pursued. It is of little use pointing to the practical attainments of this captain, and that lieutenant—they have been acquired in spite of the drawbacks to which their possessors were subjected, as an Iron Duke was formed from among those whose incapacity for command reflected disgrace upon themselves, and threatened to wreck the honour of their country. The merits of individuals can only be adduced in their own behalf, but the system remains untouched, and the trite saying “the exception proves the rule” never held more true than in the present instance.

In the same way the custom of depriving the most important branch of the profession of the practice of handling the vessel, has an equally pernicious effect, for when, from unavoidable circumstances, this duty devolves upon either the captain or a lieutenant, his want of practice is often lamentably apparent, both in the manner of giving his orders, and in the directing movements of his hand, which too commonly would seem to indicate the action of the unpractised landsman, rather than that of the trained seaman. It is true that the other portion of a master's duty, practical seamanship, as it respects equipment, is daily becoming of less importance, and the time is evidently close at hand when our vessels of war, instead of presenting a rag to catch, or a spar to bend to the blast, and which in action, often serve either to break the heads of the combatants, or to bonnet them, will be a sort of marine armadillos cased in steel, to the destruction of the picturesque perhaps, but insuring increased effectiveness for the purpose for which they are intended.

Much more might be said on the point, but it appears to be unnecessary. The cause for the establishment of two grades of officers for the performance of duties which every military officer should be able to perform, has long since ceased to exist, and the perpetuation of the system is a great practical mistake. With equal reason might two masters be allowed to every merchant vessel, one to conduct the navigation, and the other to command the crew and to attend to the requirements of trade: on the contrary however, one man has the performance of all the duties, and hence is a commander more than in name. Just as well might two surgeons or two engineers be appointed to each ship in the navy, but only one of each to perform the respective duties; it must be evident to all that, in the end, the only surgeon and engineer, *in reality*, would be the man who had the practice. To say that a man would be a good officer without being skilled as a navigator and a pilot, is an assertion which cannot be maintained, and some plan therefore, should be devised to oblige our young officers to bring into practice their theoretical knowledge. The whole merit of an officer does not consist in courage only: Cromwell's Ironsides were invincible because, as he said, "they were men who carried their hearts into their work, and made conscience of it," and as it was by the superior professional efficiency of those who manned our wooden walls that England's naval supremacy was established, so, in like manner, by the same superiority must that supremacy be maintained. With this end in view, to constitute an efficient officer, he must have a thorough practical acquaintance with *all the duties* of his calling, otherwise whatever else he may be, he certainly is not that instrument which the nation pays for, and which it has a right to expect.

[Since the commencement of this article the subject has been discussed in the House of Peers, we shall however continue these papers.—*Ed. H.Y.M.*]

Editor's Locker.

CHANNEL INTERNATIONAL REGATTA.

18, Albion Place, Ramsgate, June 5th, 1861.

SIR.—Will you kindly allow me, through the medium of your columns, to submit, without further preamble, the following proposition to the yachtsmen of England:—That a Club Regatta be held yearly, to be called "The Channel International Regatta."

With a view of carrying out this idea I would suggest the adoption of something like the following rules, subject of course to the decision of the committee formed for the purpose, viz:—

1st.—The match to be open to all *bona fide* sailing yachts, whether British or Foreign, without distinction of rig or tonnage.

2nd.—The starting point to be the Small Downs of Deal, and the course to be down channel, passing inside the Isle of Wight, from thence to Cherbourg, rounding the Breakwater, and then back direct course to the Downs.

3rd.—The start to take place annually on the 1st of August at 1h. P.M. Greenwich time, blow high or low, fair wind or foul. Should the 1st fall on a Sunday, the start to take place on the following day.

4th.—That no time be allowed for tonnage, the smaller vessels having the advantage of being able to keep more in shore, and in some places to make more direct passages, owing to their less draught of water.

5th.—That all competing yachts be restricted to one man for every five tons or portion of five tons o.m. including the owner and his friends. All yachts of twenty tons and under to be, however, allowed five hands.

6th.—That no yacht be allowed to compete without the registered owner on board.

7th.—That a committee vessel be moored in the Downs, another off Cowes, and a third inside Cherbourg breakwater. These vessels to be distinguished at night by three red lights hoisted triangularly.

8th.—That each competing yacht be obliged to heave to as near as convenient to the committee vessels stationed off Cowes, and at Cherbourg, and wait there until boarded by a committee boat.

9th.—That the committee boats at Cowes and Cherbourg should furnish each competing yacht with a card, stating the name of the yacht, and the time of her being boarded by such committee boat.

10th.—That there be five cups, of the value respectively of £1,000, 600, 400, 200, and 100, or of such sums as the subscriptions raised for the purpose will allow.

11th.—The money to be obtained by subscriptions from Yacht Clubs, from the various localities interested, from private individuals, &c.

12th.—The entrance fee for competing yachts to be one shilling per ton, o.m. In order to carry out this scheme I now propose:—

I.—That a permanent Channel Regatta Committee be formed, consisting of the Commodores, Vice, and Rear-commodores, and Treasurers of yacht clubs, with power to add to their number.

II.—That a General Meeting of this Committee be held in London on or about the 1st of July in each year, to make all necessary arrangements for the ensuing 1st of August.

III.—That three members of this permanent committee should act as Treasurers.

I have trespassed already too much on your valuable space, and now leave the subject in the hands of the yachtsmen of England.

Hoping that this scheme, however imperfect in its details, may be thought worthy of their consideration,

I am Sir, yours, &c.,

To the Editor H.Y.M..

WILLIAM CUSACK SMITH.

FINE ARTS.

THE THOUGHT AND GLANCE.—Mr. Taylor has produced a pair of Lithographic prints from his own paintings of these celebrated vessels,—which are faithful delineations. Thought is represented as winning the Match in the Thames,

June, 14th, 1860, with Andax and Osprey in the distance. The Glance in the same match, at the time she shot past Andax and Osprey, which are seen in pursuit. We strongly recommend these prints to all yachtsmen as gems of Art.

We have been favoured with a painting of the schooner yacht Ginevra, (J. Lamont, Esq.,) among the icebergs of Spitzbergen, which we intend engraving for the Magazine.

ROYAL THAMES YACHT CLUB SCHOONER MATCH.

July 4th, from Gravesend to the Mouse—The following are entered:—

Station 1.—Galatea..... 124 tons..... Thomas Broadwood, Esq.

2.—Alarm..... 248 tons..... Joseph Weld, Esq.

3.—Albertine..... 155 tons..... Lord Londesborough.

Time for tonnage, Ackers' Scale. Schooners to be measured at Gravesend, on Wednesday, 3rd of July, the day prior to the race.

REGATTAS AND MATCHES.

July 3.—Royal London Yacht Club Sailing Matches for 1st and 2nd classes; 1st class Erith to the Nore and back, 2nd class to Southend and back. Entries close June 28

4.—Royal Thames Yacht Club Schooner Match.

4, 5.—Royal Mersey Yacht Club regatta.

9.—Windermere Yacht Club Match for Challenge Cup.

9, 10.—Royal Northern Yacht Club regatta at Dunoon.

11.—Norfolk and Suffolk Yacht Club Match at Wroxham.

11.—Windermere Yacht Club Match for Club Cup.

13.—Irish Model Yacht Club—Challenge Cup

16, 17.—Royal Irish Yacht Club regatta at Kingstown.

18.—Prince of Wales Yacht Club Match for Yachts of 12 tons and under.

23, 24.—Royal Cork Yacht Club regatta at Queenstown.

25, 26.—Royal Yorkshire Yacht Club Regatta.

30.—Windermere Yacht Club Match for Amateur Cup. This cup is to be sailed in heats, the winning boat to win twice, but not consecutively. No professional sailors are admitted in this race.

Aug. 1.—Torquay Regatta.

6.—Royal Squadron Regatta.—Prince Consort's Cup.

6.—Royal Southern Yacht Club Regatta.

8.—Royal Yacht Squadron—Her Majesty's Cup.

8.—Norfolk and Suffolk Yacht Club Match at Oulton.

13.—Royal Victoria Yacht Club regatta commences at Ryde.

20, 21.—Royal Western Yacht Club Regatta.

28.—Royal Welsh Yacht Club Regatta.

TO CORRESPONDENTS.

All communications to be addressed to the Editor 6, New Church St., N.W.

London—Hunt & Co., Printers, 6, New Church Street, Edgware Road, N.W.

HUNT'S YACHTING MAGAZINE.

AUGUST, 1861.

ROYAL MERSEY YACHT CLUB REGATTA.

THE time appointed for this affair was the 4th, 5th and 6th of July, and great exertions were made to bring it off with better success than has been the case for a few years past. As we observed a short time since, fresh blood has been infused into the club, which it was anticipated would place it once more in a prosperous state; and from the success of this regatta, we may expect it will again take a leading place in the annals of Yachting. The weight of mettle brought into play on this occasion fully recompense for the trouble and expense bestowed on one of the best, (if not the best) regatta ever witnessed in the Mersey.

The festivities were commenced on Wednesday evening, by a banquet given at the Town Hall, by the Mayor of Liverpool, S. R. Graves, Esq., who is also Commodore of the club, to the various yachtsmen attending the regatta: the sumptuous repast was in every way worthy of the ancient fame of Liverpool for civic splendour and boundless hospitality; amongst the guests were members of every royal club, and after the usual preliminary toasts had been disposed of, "Prosperity and permanence to the noble pastime of yachting," was given, coupled with the healths of the royal clubs. Members of the Squadron, Cork, Thames, London, Victoria, Western, St. George's, Northern, Welsh, Southern, Irish, Harwich, and Canadian responded to the able speech of Commodore Graves. Various other toasts connected with yachting were rendered full honor to, and one of those thoroughly pleasant re-unions of

yachtsmen, for which the Mersey club have always been famous, was passed with an amount of pleasure that all who were fortunate enough to be present, will not easily forget.

On Thursday, 4th.—The sports began, the first prize offered was a purse of 100 sovs., for first and second class yachts of 15 tons and upwards, three-quarters-of-a-minute per ton from 18 to 25 tons, half-a-minute, from 25 to 50 tons, and a quarter-of-a-minute for any tonnage above 50. The following were the entries:—

Numbered as in Hunt's Yacht List for 1861.

No.	Names of Yachts.	Rig	Tons	Owners	Builders
57	Audax	cutter	60	J. H. Johnson, Esq.	Harvey
715	North Star	cutter	36	D. Gamble, Esq.	Canada Work.
973	Thought	cutter	27	F. O. Marshall, Esq.	Hatcher
603	Lurline	cutter	39	J. C. Atkins, Esq.	Wanhill
297	Æolus	cutter	59	C. T. Couper, Esq.	Fife
430	Glance	cutter	36	A. Duncan, Esq.	Hatcher
	Osprey	cutter	61	Col. R. W. Huey	White

The next prize was a cup value 75 sovs., for schooners and yawls. The following entered:—

No.	Names of Yachts	Rig	Tons	Owners	Builders.
1259	Wildflower	schooner	47	S. Little, Esq.	Fife
289	Diadem	schooner	118	J. W. Cannon, Esq.	Wanhill
140	Cecilia	schooner	29	T. W. Tetley, Esq.	Canada Work.
31	Amy	schooner	69	J. Barrett, Esq.	Fife
486	Ierne	schooner	60	S. R. Graves, Esq.	Fife

The course was from the station of the club at Rockferry, down Queen's Channel, leaving the black buoys on the starboard, and the red buoys on the port hand; the Fairway Pillar Bell Beacon Buoy on the port hand, the N.W. Lightship on the port hand, the Bell Buoy again on the port hand, the N.W. Lightship again on the port hand, back to the Bell Buoy, leaving it this time on the starboard hand, and so up channel again, leaving the black buoys on the port and the red on the starboard hand.

The whole of the vessels started at 12h. 40m. Away went the canvas aloft, with the rapidity of birds stretching their wings; the whole line careened on their beam ends before the force of the strong gale that was blowing, then wore round quickly, and were off down wind at tremendous speed; the wind was at S.b.E., veering to S.b.W., blowing very strong, accompanied by heavy showers: the Glance, Amy, Thought and Æolus were off first, but it was by a shade only, the remainder were

close on top of them; then they formed two lines abreast. The *Glance*, *Amy*, *Wildflower*, *Thought*, and *Æolus* in the first, and the *Diadem*, *Osprey*, *Cecilia*, and the *Lurline* in the second; the remaining vessels close upon them. Nearly all the cutters had single reefed mainsails and foresails, reefed bowsprits and small jibs, and narrow head topsails set over the reefs. The schooners carried whole canvas and main-gaff-topsails, and the *Cecilia* was under all plain canvas, save her reefs; the *Audax* had two reefs down and jib-headed gaff-topsail. The *Diadem* made the first important move, and began to move out through the cutters. At one o'clock the *Amy* set her square-headed main-gaff-topsail, and the *Diadem* set her fore-gaff-topsail; the squalls were at this period very wild and fierce, and the surge of the open water began to be felt, but that the contest was to be as fierce as the weather, it did not take the wisdom of a Solomon to discover, for it was carry on on all sides, in the midst of a smothering sea, driving rain, and heavy gale, after a fashion that astonished many, if not all, on board the steamers that accompanied the race.

At 1h. 2m. 20s. the *Æolus* took a decided lead of the fleet, and they stood thus:—*Æolus*, *Diadem*, *Audax* and *Glance* (abeam), *Osprey*, *Lurline*, *Thought*, *Wildflower*, and *Amy* (abreast), *Cecilia* following; and shortly after she hauled down her flag and bore up; at 1h. 14m. the *Diadem* took a sudden start, and with her sails wing and wing ran rapidly into the first place; and soon afterwards all gybed, it was about the heaviest gybe, and most daringly accomplished, we ever witnessed, in fact, there was no choice for any ship, all were well and nobly handled. We were running before a wild gale in the middle of such a sea as will get up between the Liverpool banks, and it was drive on as hard as reckless and daring seamanship could accomplish; the *Glance* went along gloriously, handled in a style that did honour to her gallant owner and his crew, in her palmiest days she never went better. It may appear invidious to mention one where all were so good, but the hunting the *Glance* gave the *Æolus*, *Audax* and *Osprey* on this day, considering the difference of tonnage was something wonderful. The *Amy* next overhauled the *Æolus*, ranged abeam, passed her, and went into second place, so that the two schooners now led the fleet of cutters, and the remainder were in the following order:—*Æolus*, *Audax*, *Osprey*, *Wildflower*, *Glance*, *Lurline* and *Thought*. It was fast becoming evident that the weight of the sea was overpowering the poor little *Thought*, but she was sailed with a pluck and determination that those who witnessed it accorded that meed of praise which she justly deserved. The Bell Buoy was reached for the first time thus:—

	h.	m.	s.		h.	m.	s.
Diadem.....	1	45	17	Wildflower.....	1	56	30
Amy	1	54	30	Glance.....	1	56	35
Æolus.....	1	55	10	Lurline	1	57	25
Audax.....	1	56	18	Thought.....	1	58	43
Osprey	1	56	23				

It was blowing at this period a complete gale, and there was no flinching, as they braced sharp up for the Lightship the sea in a perfect foam, and the gallant vessels staggering along under its fury. It was fortunate that every precaution had been taken to meet heavy weather, or sad would have been the fate of some. At 2h. the Wildflower's staysail tack burst, and the staysail was blown up the stay, and at the same time the Amy hauled down a reef; the Osprey collared the Audax and went into second place of the cutters; at 2h. 15m. the Glance passed the Wildflower, and at 2h. 20m. the Wildflower appeared to have carried away her jib-boom end, as her jib came in all flying. The N.W. Lightship was reached for the first rounding in the following order and time:

	h.	m.	s.		h.	m.	s.
Diadem	2	20	0	Audax.....	2	31	0
Amy	2	27	0	Glance.....	2	31	0
Æolus	2	29	0	Wildflower	2	34	0
Osprey	2	29	10	Lurline	2	34	45

This was splendid work for both Glance and Lurline against the weighty cutters they had to contend with : immediately after rounding the lightship the owner of the Lurline perceived his little ship to stagger wildly under him, and sending a hand below discovered that her lee cabin sofas were awash, and that everything below was afloat; this sufficiently accounted for the little beauty's not rising to the heavy seas. Her crew supposed at first that she had started a butt, but upon the pump being worked smartly the water was gained upon, and it was discovered that it was the pump itself that nearly sent to glory the good little ship and her hardy crew ; this pump was fitted with the delivery pipe well down on the wales, and *there was not any box in it* ; consequently, when she laid over to the heavy gale on the port tack, she was taking in water in tons. By the time the accident was remedied it was too late to continue the race, so she shortened sail, hauled down her flag, and gave up: a tremendous struggle now commenced between the Æolus and the Osprey, the latter ranged up abeam of her shortly after rounding the Lightship, and after a sharp contest the Osprey passed her. The Audax next overhauled Æolus, and the Glance ran up to both. The Thought finding it useless to contend in such heavy weather against her powerful antagonists, gave up. The Bell Buoy was reached a second time thus:—

	h.	m.	s.		h.	m.	s.
Diadem.....	2	45	0	Æolus.....	2	57	42
Amy	2	53	0	Audax.....	2	58	40
Osprey.....	2	56	39	Glance.....	2	59	39

Another severe struggle took place by the wind, to the N.W. Lightship, between the cutters, the Osprey still steadily drawing ahead, the Audax challenged the Æolus, and as gallant a race as was ever witnessed took place between Wivenhoe and Fairlie, which eventuated at the Ship in Raynor placing the Audax second, notwithstanding all Walker could do to the contrary, and the N.W. Lightship was rounded for the last time in the following order:—

	h.	m.	s.		h.	m.	s.
Diadem.....	3	15	20	Audax.....	3	34	0
Amy	3	25	0	Æolus.....	3	34	45
Osprey.....	3	27	10	Glance.....	3	35	0

Any money now upon the Glance, well and nobly had the little ship been handled through the heavy sea, and never had a little clipper so much distinguished herself against such powerful foes. She was now within her time of the leading vessel, and it was reasonable to suppose that having behaved so well in the weighty water between the Bell Buoy and the N.W. Lightship, she would even do better as she smoothed the water turning to windward up the Queen's Channel. Running down for the last time to the Bell Buoy, the Glance tackled the Æolus, and passed her cleverly into third place, and the Audax hardened down a third reef. The Bell Buoy was rounded thus:—

	h.	m.	s.		h.	m.	s.
Diadem	3	38	22	Audax	4	2	37
Amy	3	50	28	Glance	4	8	0
Osprey.....	3	55	0	Æolus	4	3	40

Up to this period of the race, an old theory was apparently upset, viz, that of cutters being able to beat schooners under any circumstances; but in this race they had the wind running, reaching, and close hauled, the two schooners kept the lead throughout almost. At 4h. 13m. the Glance carried away the two foremost shrouds on the starboard side; they were of wire rope, and parted just at the bolster of the hounds, the race was hers up to this point, and deep was the regret expressed at so good a yachtsman and so gallant a crew being beaten by their gear almost in the hour of victory. From this point the Osprey had the race in hand, the Audax drew upon her some two-and-a-half-minutes in the turn to windward home; but then dropped the Æolus. Off the Crosby Lightship the Osprey at last managed to get upon good terms with the schooners, and she collared and passed the Amy. Without much further change the remainder of the course was performed, and the flagship was thus reached:—

CUTTERS.				SCHOONERS.			
	h.	m.	s.		h.	m.	s.
Osprey...	6	9	23	Diadem	6	2	10
Audax	6	14	26	Amy.....	6	14	30
Æolus	6	20	9				

The Amy having to receive 12m. 15s. from the Diadem, she lost the race by 5s. only. Diadem carried away her fore-sheet block turning up off the Rock Lighthouse. It was a beautiful race between these two schooners, and against the superior tonnage of the Diadem the Amy proved herself a wonderfully fast and able boat ; that the Diadem is one of the fastest schooners of the day will be seen from her competing at the same start and over the same course with the best cutters in Britain, and coming in ahead of them in all points of sailing. In fact had it been competent for her owner to have entered for both prizes, she would have beaten both classes.

The Lurline, besides the accident she met with at the N.W. Light-ship, carried away the after block of her starboard bowsprit shroud at the commencement of the race, owing to her bow rope having fouled it.

Glance appears to have had a fair chance for the cup until she met with the accident, which of course deprived her of all hopes—especially when she had the powerful Osprey to contend with. We are glad the Glance has fallen into such good hands,—she at the commencement of her career shewed great speed, and her subsequent failure must have been owing to the want of proper handling and trim.

Mr. Richard Tetley (in the absence of Col. Huey) sailed the Osprey, and received the prize ; and Capt. Henry in the absence of Mr. Cannon received the schooner's prize for him.

Second day.—The morning of Friday 5th was ushered in louring with a light S.b.W. wind occasionally, heavy and puffy, accompanied by rain. As the day advanced it cleared partially up, the Commodore S. R. Graves, Esq., and Rear-commodore T. W Tetley Esq., were early at their duties, arranging for the forthcoming game.

The prize for contention was Her Majesty's Cup, value £100, which it is said Her Majesty chose personally, and is a magnificent specimen of Art. It is of a vase shape, standing upon an ebony pedestal ; festoons of ropes and chains surround the base of the bowl, the handles are formed by the figures of two yacht sailors, in the act of saluting, most exquisitely executed ; at the base are two coils of hawser, on each of which rests a silver anchor ; and a chastely ornamented lid, surmounted by a schooner yacht under full sail. The usual presentation inscriptions and Royal cipher are engraven upon the sides.

The entries for this prize were numerous, no less than seventeen, thus shewing that condescension of our Gracious Sovereign was properly

appreciated by the members and yacht owners generally. Of this large number, eight only came to the starting buoy:—

Numbered as in Hunt's Yacht List for 1861.

No.	Names of Yachts	Rig.	Tons.	Owners.	Builders.
297	<i>Æolus</i>	cutter	50	C. T. Couper, Esq.	Fife & Son
140	<i>Cecilia</i>	yawl	29	T. Wilkinson-Tetley	Canada Work.
978	<i>Thought</i>	cutter	27	F. O. Marshall, Esq.	Hatcher
738	<i>Osprey</i>	cutter	60	Col. R. W. Huey	J. White
57	<i>Audax</i>	cutter	60	J. H. Johnson, Esq.	Harvey
603	<i>Lurline</i>	cutter	39	J. C. Atkins, Esq.*	Wanhill
715	<i>North Star</i>	cutter	26	D. Gamble, Esq.	Canada Work.
452	<i>Haidee</i>	cutter	87	C. Birch, Esq.	Inman

The yachts entered in addition were *Ethel*, 15 tons, T. Shaw Petty, Esq., *Wildflower*, 47 tons, S. Little, Esq., *Victoria*, 15 tons, H. Mel-ling, Esq., *Glance*, 36 tons, A. Duncan, Esq., *Coralia*, 35 tons, W. Sin-clair, Esq., *Vision*, 8 tons, C. H. Coddington, Esq., *Bijou*, 11 tons, R. D. Kane, Esq., *Rosette*, 40 tons, H. F. Rigge, Esq., and *Diadem*, 118 tons, J. W. Cannon, Esq.

The start took place at 12h. 21m. 30s., *Cecilia* away with the lead, after a fashion that showed, yawl-rigged as she was, she had speed and meant mischief; *Thought* rapidly followed in her wake with *Æolus* and *Lurline* abeam, then *Osprey*, *Audax*, and *Haidee*, with *North Star* last. Warned by the experience of the previous day the several clippers started with snug head canvas, but as the sun burst fitfully through the cloud banks, it stirred them up, and the *Osprey* was first to make a move by setting her balloon jib.

Osprey, *Audax*, and *Lurline* gybed their booms to starboard at 12h. 46m., and the fleet stood thus:—*Æolus* first, *Cecilia* second, *North Star* third, *Thought* fourth, *Osprey*, *Audax*, and *Lurline* abeam fifth, and *Haidee* sixth. The Rock Light was passed with a very light air at S.b.W., the Scotch clipper still leading, the *North Star* running second, the *Thought*, *Osprey*, *Audax* and *Cecilia* abeam, and the *Lurline* and *Haidee* just in their wake. Shortly after this the *North Star* was over-hauled and fell in line with the three Thames vessels: about 1h. 30m. the *Lurline* set No. 1 jib, and gybed her mainsail to port, as did also at the same time, the *North Star*, *Osprey*, *Cecilia* and *Audax*, and the *Audax* set her large working head canvas. At this moment the sun shone faintly out, and gave token of an easy day, for at first he looked angry and sulky enough, and more wet jackets was the cry. The *Cecilia* took a dainty little start to herself, and with her balloon jib set, danced a nice minuet across the bows of her rivals from the Thames.

The Osprey seemed a little jealous of this display, and the Thought grew so outrageous that she hauled up to starboard, and took a good look at Osprey, as much as to say "Are we going to stand this?" Both the famous Thames "light winders," then laid down to their work, to cover and pass the Cecilia; the Æolus ahead, apparently did not like this conference, and away aloft went her sixty footer gaff-topsail, like a cloud of thistle down; the Lurline next sent aloft her neat little walking stick, and the fleet began to move apace down wind. The Cecilia, as if in mockery of the efforts of Osprey and Thought, drew saucily out from under their lee, and caused all hands to wake up and look sudden, by going cleverly into second place, and at 2h. 21m. the fleet stood thus:—Æolus first, Cecilia second, Thought third, Osprey fourth, Audax fifth, North Star sixth, Lurline seventh, and Haidee a long way astern. As the fleet approached the Bell Beacon Buoy, a heavy squall of wind and rain, and such rain, struck them; if it was salt water the day before, it was fresh this, and no mistake. In a moment the positions of all were altered, it was a dead turn to windward to the North West Lightship, and now commenced a game of tactics which was truly exciting; Audax made a bold dash to the front, holding a most extraordinary wind; Osprey stuck to her for some time as if afraid to leave, but at length changing she made a long board to the southward, then for the banks on the starboard tack, Æolus and Thought followed her example, bursting up through the ebb on the starboard tack also. Cecilia was going along beautifully, and astonished all hands by her performance as a yawl; Lurline looked well up for second place.

Audax at 3h. 55m. tacked apparently a long way to windward of the fleet; the Lurline tacked at the same time, and crossed the stern of the Cecilia, the Æolus and Thought crossed the bows of the Lurline on the port tack about a quarter of a mile to windward. The Audax set her balloon foresail, and Cecilia shifted her jib. Wind very light.

Osprey at 4h. 9m. crossed the Lurline's bow on the port tack, the Lurline standing well to the southward on the starboard tack to weather out the ship; at the same time the Æolus and Thought weathered the Audax on the port tack, and the Audax immediately tacked upon the weather of the Æolus; the Æolus prepared and set her balloon gaff-topsail, and was six minutes doing so; at 4h. 23m. Osprey shifted her balloon gaff-topsail, and was seven minutes doing so; at the same time the Lurline tacked to the North West Lightship, with the North Star on her weather beam, and all the other vessels dead to leeward on her lee bow in the following order:—Osprey, Audax, Æolus, Thought and Cecilia; Haidee abeam of the Lurline, but considerably to leeward.

The race at this period became very exciting ; the Lurline and North Star were laying their course for the ships on the port tack, whilst the Audax, Æolus, Thought, Osprey, and Cecilia were lying up on the starboard tack, all converging to the same point ; a black squall appeared right to windward of the Lurline, how her crew must have longed for that squall to strike them ! On went the gallant clippers, each doing their very best to take the ship on the first round ; the Lurline set her balloon jib, and closed up on the ship after a fashion that threatened the whole fleet ; the Thought made a bold dash, and it was a chance for either her or the Lurline ; the Thought hit it by the half minute, and the North West Light was rounded for the first time in the following order :—

	h.	m.	s.		h.	m.	s.
Thought	4	59	30	Æolus	5	4	30
Lurline	5	0	0	Audax.....	5	5	30
North Star.....	5	1	15	Cecilia	5	12	0
Osprey.....	5	1	30				

The Æolus was forced to make a tack before she weathered the ship; both Osprey and Æolus set their balloon jibs immediately on rounding. A beautiful struggle for the second rounding of the Bell Buoy now commenced, Lurline raced up on the weather quarter of the Thought, and the latter to escape being covered, luffed across her bows ; Lurline luffed at once, and still threatened the Thought, but the latter putting up her helm ran cleverly from under the lee of the Lurline. Osprey next raced past the North Star, and ran up upon the lee quarter of the Lurline ; then warily watching her opportunity, she braced up sharp across the stern of the latter, and endeavoured to cover her, but she was met sharply by the Lurline, and a nice little game of luff and fill again was carried on between them for some minutes.

In the meantime the Audax drew rapidly up upon both and as they approached the Bell Buoy they all three gybed, the Audax ran in and covered Osprey, poor little Lurline being thus thrown under their lees. The Bell Buoy was rounded the second time in the following order :—

	h.	m.	s.		h.	m.	s.
Thought	5	54	0	Æolus	5	57	30
Audax.....	5	56	30	North Star	5	58	0
Osprey	5	56	30	Cecilia	5	58	30
Lurline.....	5	56	30				

Audax having covered her old antagonist on the buoy, immediately went away from her hand over hand, but the Osprey shaking herself up, went at her again in wicked style. The wind freshened considerably, and hauling round more to east of south, enabled the vessels to lay a point or so free for the ship. At 6h. 10m. 30s. the Osprey

went up on Audax's weather quarter, and then the usual luffing game, for which these two clippers are famous whenever they meet, commenced between them, and they worked to windward of their course considerably. At 6h. 15m. 45s. they again bore away, the Audax master of the movement. The Osprey now attempted to run through the Audax's lee, but was again foiled. In the meantime the Thought was stealing quietly away, and the N.W. Lightship was rounded for the last time in the following order:—

	h.	m.	s.		h.	m.	s.
Thought	6	30	40	Lurline.....	6	39	0
Æolus.....	6	34	0	Cecilia	6	39	0
Audax	6	34	45	North Star	6	41	0
Osprey	6	34	50				

Immediately after rounding, the Osprey and Audax again went at each other, and worked off their course as usual, but this time the Osprey forced the running, and the Bell Buoy was rounded for the last time in the following order:—

	h.	m.	s.		h.	m.	s.
Thought & Æolus considerably ahead				Lurline.....	7	18	0
Osprey	7	16	30	Audax	7	19	30
Cecilia	7	17	30	North Star.....	7	20	30

From this point it was a dead turn to windward up the river, and the Thought and Æolus kept increasing their lead; the Lurline passed the Cecilia to windward, and the Audax drew up with and weathered Lurline. The evening began to fall thick and hazy, and as the sternmost vessels approached the river, the Thought and Æolus could barely be distinguished crossing and re-crossing like phantom ships in the haze. The flag-ship was passed in the following order.—

	h.	m.	s.		h.	m.	s.
Thought	9	21	58	Lurline.....	9	46	0
Æolus.....	9	26	7	Cecilia ...	9	49	0
Osprey	9	33	0	Audax went to moorings			

By the rules of the club the match should be concluded at 9h. p.m., it will thus be seen that the poor Little Thought lost her well earned prize by just 21m. 58s., and although it was admitted by all hands that she had well won her laurels, yet rules are rules; Commodore Graves, therefore, had no alternative but to discharge the duties of his office, and order the race to be re-sailed upon Saturday, the 6th July. The cup of 25 sovs. was also sailed for during the day and was won by the Vision, 8 tons, C. H. Coddington, Esq.; defeating the Bijou, 11 tons, R. D. Kane, Esq.; the Haidee 8 tons, W. Turner, Esq.; and the Ethel, 15 tons, T. S. Petty, Esq.; the Haidee carried away her topmast in a thunder squall off the Crosby Lightship, and the Ethel in coming in, although first in order, ran the wrong side of the flag-ship.

Whilst the foregoing matches were contested the following rowing matches took place—Ladies' cup, value 40 sovs., for gentlemen amateurs in four-oared cutters, Clydesdale, (Clydesdale Rowing Club,) Glasgow, Tayler, M'Farlane, M'Lolland, M'Farlane, M'Gregor, cox.; Banshee, (Mersey Rowing Club,) Taylor, M'Donald, Holden, A. J. Fairrie, Taylor (cox.). The Clydesdale was declared the winner after a severe struggle.

Mersey Cup, value 20 sovs., course as above:—Clydesdale, same crew, Ripple (Mersey Rowing club), Heap, J. Fairrie, E. Robinson, H. Friend, Richardson, cox. Having a very strong tide to contend against, and the wind off shore, the Clydesdale men found it impossible to get their boat out of the stream, and when coming in passed a few feet outside the flag-boat, thereby, according to strict racing law, disqualifying themselves; but as the flag-stewards declared them to have been a length and a half ahead of the Mersey crew, and having done their best to keep inside the flagstaff, the Mersey Club generously waived their right to object, and the cup was awarded to the Clydesdale.

Match for silver tankards, junior crews, Ripple beat Foam.

Third Day.—Saturday, July 6th, the match of the previous day was re-sailed, and the following vessels came to the starting buoy:—Thought, Audax, Lurline, Æolus and Osprey.

Commodore Graves in the Sea King steamer was early at his post, Rear-commodore T. W. Tetley had the vessels berthed at their starting buoys sharp to the hour. At 11h. 43m. the starting gun was fired, the five clippers started for a determined and final race: Lurline went away with a beautiful lead, closely followed by Thought, Osprey, Audax and Æolus. The wind was very light, the Lurline was the only vessel under a balloon jib. Immediately after starting Thought shifted for her balloon jib; Audax and Lurline drew rapidly out from the little fleet, running down beam and beam, the boom of the Lurline being over Audax's quarter. At 12h. 22m. all gybed their booms over to starboard, the Audax going rapidly to the front. Osprey and Thought began to draw on the weather quarter of the Lurline: at 12h. 29m. it was a lovely sight, the little fleet going full 11 knots down wind and giving the Sea King as much as she could do to keep pace with them; Audax first, Thought and Lurline abeam, Osprey third and Æolus astern; Mr. Walker chuckling at getting a clear berth with nobody near him until he shook the Æolus into her paces; the Osprey set her balloon jib: at 12h. 45m. the Lurline went out to windward and abeam of Osprey and Thought, all carrying their booms on the starboard quarter, with the wind abaft the port beam.

At 12h. 47m. the Osprey made one of the most extraordinary bursts ever witnessed ; there was apparently no sudden increase of wind to enable her to do it, but as if by magic she ran between the Lurline to windward and Thought to leeward, taking second place in grand style: at 12h. 57m. Æolus began to give signs of mischief by running through the lees of Lurline and Thought, and taking third place. Approaching the Bell Buoy first time the Osprey and Audax went at each other as is their usual style, the Osprey endeavouring to get upon the weather of the Audax, the latter luffing and driving her in upon the little Burbo Bank. At length both seemed to arouse to the fact that the Æolus would have the buoy from them, and away they swooped down upon her like birds of prey, not a moment too soon either.

The Bell Buoy was rounded for the first time thus:—

	h.	m.	s.		h.	m.	s.
Audax.....	1	27	55	Lurline	1	32	54
Osprey... ..	1	28	55	Thought.....	1	33	17
Æolus	1	30	10				

It was a dead turn to windward from the Bell Buoy to the N. W. Lightship, and now commenced a famous battle between the Thought and Lurline; the Thought shifted her balloon for her first jib, and the Lurline did the same; the Thought hauled up to windward of Lurline, and forged abeam of her; at 1h. 57m. Os., the Audax and Osprey crossed the Lurline's bow, weathering her on the starboard tack; at 1h. 59m. Om., both tacked upon her weather, very light winds, the Lurline gradually creeping away from the Thought; at 2h. 5m. Os., the Audax set her balloon jib, both her and the Osprey nearly becalmed, the Thought, Lurline, and Æolus stealing away from under their lees, but much to leeward of both; at 2h. 27m. 30s. the Lurline weathered the Thought on the starboard tack, Thought had to give way slightly, being on the port tack; at 2h. 33m. 30s., the Audax and Osprey crossed astern of the Lurline, the Audax ahead and to windward, and, as usual, fighting every inch of water with each other, the Lurline tacked to starboard for the Lightship at 2h. 46m. Os., with the Æolus a long way ahead on her lee-bow. It was a somewhat similar scene to that of the previous day, the leading vessels approaching it on different tacks, the Scottish clipper with the advantage. The N.W. Lightship was rounded for the first time as follows:—

	h.	m.	s.		h.	m.	s.
Æolus.....	3	1	15	Audax	3	24	25
Lurline.....	3	6	7	Osprey.....	3	25	25
Thought.....	3	11	0				

In similar order they ran back to the Bell Buoy, which was rounded the second time thus:—

	h.	m.	s.		h.	m.	s.
Æolus	3	45	50	Audax	4	9	55
Lurline.....	3	52	57	Osprey.....	4	15	4
Thought.	3	56	57				

After rounding, the Thought and Lurline fell in with a flat calm, at 4h. 26m. Oa. they again got life into them, the Æolus sliding away to windward of them like a knife. The tide began to flow at 4h. 30m. p.m., and a nice breeze spread over the bay, and after a smart turn up wind the Lightship was rounded for the last time in the following order:—

	h.	m.	s.		h.	m.	s.
Æolus.....	4	55	56	Osprey.....	5	29	30
Lurline.....	5	11	58	Audax.....	5	33	30
Thought	5	19	40				

There was not much change from this to the Bell Buoy for the last time, when it was rounded thus:—

	h.	m.	s.		h.	m.	s.
Æolus	5	58	17	Osprey.....	6	25	7
Lurline.....	6	5	54	Audax	6	25	52
Thought	6	14	1				

A dead turn to windward up the Queen's Channel brought the best points of the Æolus to bear, but the hardy little Lurline held tack for tack with her, and boldly challenged the crack of the North. At 7h. 36m. the wind was very light indeed ; the Æolus was working up about mid-tide, the Lurline along the edge of the Burbo Bank, and Thought more to the eastward. At 7h. 45m. it fell flat calm, and it was very doubtful whether or not Her Majesty's Cup was to leave the Mersey on that day. The Lurline seemed asleep upon the bosom of the tide, without life or motion, and the Thought which seemed to be gifted with the power of moving without wind, came drifting up upon her quarter hand over hand.

At 8h. 9m. p.m. Thought and Lurline set their balloon jibs, the wind appearing to be all to the eastward up the river ; at the same moment the Æolus caught it, a regular tearing breeze, and away she flew like a bird: at 8h. 10m. Lurline and Thought began to move again, and the latter ranged up abeam of and passed Lurline, looking as if after all she would not be denied the honour of winning the Queen's Cup ; but the Fates decreed otherwise ; the Royal gift was bound for bonny Clyde, and the flag-ship was reached and passed in the following order and times:—

	h.	m.	s.		h.	m.	s.
Æolus.....	8	53	48	Lurline	9	15	19
Thought.....	9	9	2	Osprey.....	9	37	0

Audax went to her moorings.

Commodore Graves immediately presented the cup to Mr. C. T.

Couper, accompanying it with some brief and appropriate remarks upon the sailing of the *Thought* on Friday, and that of the *Æolus* on Saturday ; expressing himself that it was almost a pity that so splendid a trophy could not be divided between two such gallant champions ; three hearty cheers were then given by the assembled yachtsmen respectively for the *Æolus* and *Thought*: the cup having been filled with champagne the health of Her Majesty was drunk with all honours, afterwards that of Commodore Graves, and prosperity to the Old Mersey Yacht Club. At the finish of this toast, as if appropriately to conclude this admirable regatta, H. M. S. *Majestic*, Captain Inglefield, C. B., was illuminated from lower deck to truck, a great flight of rockets illuminated the river far and near, and then the thundering roar of the guns proclaimed that the meeting of 1861 in the waters of the Mersey had concluded.

The following matches were also contested during the day:—

The Pilot-boat prize was won, after a splendid race, by (singular to say) No. 1 pilot-boat, the *Queen*, schooner, built by Ratsey of Cowes in 1856, and the vessel that ran second was the pilot-boat No. 2, the *Leader*, built by Harvey of Wivenhoe in the same year.

The Shrimper's prize was won by the *Lord Stanley*, W. Jones ; the second prize by the *Jane*, J. Kay.

The Speculation Sailing-gig prize was won by the *Daniel*, T. M. Nanee ; second prize by the *Mary*, T. Millar ; third prize by the *Doctor*, C. Gatchill.

The Ladies' Cup, value £40, for four-oared gigs, was won by the *Banshee*, pulled by members of the Mersey Rowing Club.

THE METROPOLITAN MATCHES.

Royal London Yacht Club.—The various matches on the Thames never fail to be pleasing to all who have the entree of the steamer, as in all clubs the greatest affability and kindness seem to be the predominant feeling, even the fair sex yield to the general custom and join without coyishness into the pleasures of the festive scene, and when, as on this occasion, July 3rd, there is a willing band on board, and the day is fine, the waltz, polka, &c., are enjoyed with greater zest than when confined to a crowded ball room on shore, and although we have no gracefully chalked floors, yet we can boast of well polished planks, with which the dantiest cannot find fault.

The *Queen* of the Thames was appointed to carry the commodore's swallow-tail, and right merrilie the duty was fulfilled, and some of the

gastronomic epicures of the press must have felt *highly gratified that their strictures* on the "waiting department" had worked great reformation since the last match, faugh!—what do the public care about the inefficiency of waiters, and we are surprised the *magnates* of the press should notice such trifles.

Erith—the Epsom of the Thames was again the rallying point, and on the arrival of the steamer six perfect gems of naval art were moored ready to do battle for the honor of being hailed victor!

The prizes offered were for first-class vessels above 20 tons, first prize an elegant silver claret jug, value 50 sovs., second prize for second boat 10 sovs. For second class vessels between 12 and 20 tons—first prize, a handsome silver tankard, value 20 sovs., and 10 sovs. cash, for second boat. Time for tonnage, half-a-minute per ton, in each class.

The course from Erith to the Nore-Light for the first class, and to Southend Pier for the second class. The following are the vessels that started:—

Numbered as in Hunt's Yacht List for 1861.

No.	Names of Yachts	Rig.	Tons	Owners	Builders.
FIRST CLASS.					
794	Queen.....	cutter	25	Capt. J.W. Whitbread	Wanhill
156	Chrystabel.....	cutter	48	H. H. Kennard, Esq.	Aldous
812	Eva	cutter	21	W. R. Gade, Esq.	Wanhill
764	Phantom.....	cutter	27	S. Lane, Esq.	Penny
SECOND CLASS.					
1237	Whisper.....	cutter	20	J. Crockford, Esq.	Wallis
723	Oberon	cutter	20	J. D. Hewett, Esq.	Thames Wks.

The Amazon, 46 tons, (first class,) and Pearl, 15 tons, (second class,) were entered but did not start.

The gun to start belched forth the welcome sound at 11h. 48m., wind north-west, the Queen was most expert in hoisting her canvas, first canted, and stole away, followed by Eva and Chrystabel, Phantom last, having fairly swung before hoisting mainsail. In going through the Rands the Chrystabel caught a puff which sent her ploughing after the Eva and Queen: when somewhat near Purfleet she slipped through their lee, and took the lead; and at 12h. 20m. passed Greenhithe thus, Chrystabel, Queen, Eva and Phantom. In this order they raced before the wind through Long Reach, and in Fidler's Reach in their several jibes they were close to each other, but in rounding the Point into Gray's Reach the Phantom rushed up to Eva, and after a few minutes struggle passed through her lee and took third place. They now shifted topsails, setting those of larger dimensions, the Chrystabel in particular had an immense gaff-topsail which was much admired. Off Northfleet the

Phantom changed her jib for a large balloon. In this order they rattled through Gravesend Reach, Chrystabel leading considerably, the Queen with Phantom about three minutes in her rear, leaving Eva behind.

The wind in the Lower Hope considerably increased, which sent them staggering along at a slashing pace, and when off the Oven shelf the difference between Queen and Phantom was only 20 seconds. Here the race became very exciting, and some pretty tactics were displayed by these vessels. The Queen however kept the lead, and off Thames Haven gained 20 seconds more on her leary competitor, but this increase was soon diminished by Phantom, which gaining a fresh puff of wind shot with lightning speed through the lee of Queen, which position she increased until passing Southend when Queen made a fresh spurt, but not sufficient to regain the lead. During this time the Chrystabel was ploughing ahead by herself, and the Eva was lost sight of. Phantom having now become second vessel in the match, all attention was directed to her and the leader, and the speed of Phantom appeared to lessen the gap between them. When they rounded the Nore Lightship, the tide was still running down, the time was as follows:—

	h.	m.	s.		h.	m.	s.
Chrystabel.....	2	43	0	Queen.....	2	49	20
Phantom.....	2	46	15	Eva.....	3	4	0

Immediately Phantom and Queen shifted to jib-headed topsails, the Chrystabel shortly afterwards appeared in trouble, and it was soon known that her fore halyards had given way, this for a brief space rather retarded her progress, but not sufficiently to allow Phantom to come up to her. The repair was soon done, and now the most pleasing part of a sailing match began, namely, beating; and as there was just wind enough to suit the Phantom, the two vessels were minutely watched, and just above Southend Pier, the Phantom overhauled the Chrystabel and took the lead, and when between the Chapman and Beacon was heading on every tack at least 10 minutes. This continued until entering Gravesend Reach when Chrystabel began to lessen the distance, and in Northfleet Hope she once more gained the lead, and ran through St. Clement's about three minutes ahead. The Phantom shifted her topsail off Northfleet, setting a square headed one, which appears to have assisted her a trifle; but the prize it was evident was hers, in fact from the outset Phantom was booked to win, barring accidents, the flag-buoy at Erith was rounded thus:—

	h.	m.	s.		h.	m.	s.
Chrystabel.....	7	54	0	Queen	8	14	16
Phantom.....	7	56	0	Eva	8	24	30

The Chrystabel	had to allow Phantom	10m. 30s.
„	„ Queen	11m. 30s.
„	„ Eva	13m. 30s.

The Phantom consequently became the winner of the first class prize, by 7m. 30s., the Chrystabel the second.

The Commodore presented the prizes to the respective owners, and in doing so created much laughter by saying "It had been hinted to him that Mr. Lane could not do better with the numerous prizes that the Phantom had won, than present them to the Royal London Yacht Club to be sailed for again." The Phantom has won about forty-six prizes, and it is evident she has lost none of her ancient speed. The Chrystabel we noticed in a former number, also the Eva and Queen.

We now turn to the Second Class: the Oberon and Whisper were the only vessels that contended. The latter being well known to fame, having sailed with the Zuleika, Phantom, and others, before they were lengthened, and she is still reckoned a fast little vessel for her tonnage. The Oberon was built last year upon the designs of Mr. Ash, not particularly for speed, as her length is only about three times her beam; and this was her maiden appearance in a match. From what we saw of her performance we should say that she is very fast considering her deficient length, but that something is required to make her faster in going about, as she hung very much in stays. From having seen her ashore we should say that she wants rounding very much more at the fore-foot, and the mast to be a trifle more forward. This, however, we only throw out as a suggestion, not being so competent to understand the matter as those more immediately connected with her.

They started at 11h. 48m. with the others, the Oberon with the lead, which she maintained all the way down, and rounded the boat off South-end Pier about three minutes before the Whisper. Both vessels then stretched over to the north shore, and it was immediately evident that the Whisper held the better wind, and would, if matters continued thus, be an easy winner. In fact, before the Oberon had well left the pier on her starboard hand, the Whisper was well up on her quarter, with every probability of passing. Indeed in a couple of more boards she crossed to windward, and it was then evident to those on board the Oberon that short tacks must be given up, she being so long in stays, and rather to keep in the tide which was still draining down, and make long stretches. The policy of this was evident, for after a long board to the southward she crossed the Whisper's bows on the weather side and drew gradually ahead. Tack after tack was made till Northfleet Hope, when it was evident that the Whisper was drawing fast up, and the

Oberon shifted her jib-headed topsail for a square-headed one, and again started afresh, also hoisting a large jib off Greenhithe, which example was followed by her opponent. The wind fell light, and the Oberon came in only five minutes ahead, having had two narrow squeaks from the Whisper, which was sailed with great judgment and skill. They arrived thus—

	h.	m.	s.		h.	m.	s.
Oberon.....	8	3	30	|	Whisper	8	8 30

The Oberon received the 20 sovs. prize for second class.

Royal Thames Yacht Club.—The match season of this noble club terminated on Thursday, 4th July, with a magnificent contest between three splendid schooners, which, from the strong breeze blowing from the south-west, and the excitement therefrom, was enjoyed by all, and it will live long in the memory of those who were so fortunate as to be present.

The Eagle steamer was chartered on this occasion, and although a large vessel was very comfortably filled. Shortly after 10 a.m. she took her departure from London Bridge, the company only too glad to escape from the scene of desolation which the burning wharfs of the Messrs. Scovell and others, on the opposite shore then presented.

The steamer made the best of her speed to Rosherville, where the following yachts were moored:—

Numbered as in Hunt's Yacht List for 1861.

No.	Names of Yachts	Rig.	Tons.	Owners.	Builders.
390	Galatea.....	schooner	124	T. Broadwood, Esq....	Hansen
7	Alarm.....	schooner	248	J. Weld, Esq.....	Inman
13	Albertine.....	schooner	156	Lord Londesborough..	Inman

The above is old measurement, but it must be borne in mind that the Royal Thames have adopted a different mode of measurement, viz. "The length shall be taken in a straight line at the deck, from the fore-part of the stem to the after-part of the stern-post; from which deducting the breadth, the remainder shall be esteemed the just length to find the tonnage, and the breadth shall be taken from the outside of the outside plank in the broadest part of the yacht; then multiplying the length by the breadth so taken, and the product by half the breadth, and dividing the whole by 94, the quotient shall be deemed the true tonnage; provided always that if any part of the stem or stern-post project beyond the length taken as above mentioned, such projection or projections shall, for the purpose of finding the tonnage, be added to the length

taken as before mentioned, and that all fractional parts of a ton shall be considered as a ton." By this mode the vessels entered, making—Galatea, 117 tons; Alarm, 231 tons; Albertine, 153 tons.

The course was from off Rosherville round the Mouse Light and back to a flag-buoy off Greenhithe.—Time by Ackers' scale.

Alarm 231 tons (at 10 seconds per ton) allows Albertine 13 min.

Alarm " " " " Galatea 19 "

Albertine 153 (at 35 seconds per ton) " Galatea 9 " !!

The preparatory gun was fired at 12h. 3m. 35s., and the start took place at 12h. 8m. 45s. Generally the manoeuvre of setting the muslin is very exciting, and is watched with eagle eyes; but on this occasion, from the enormous spread of canvas, the affair was devoid of that dashing spirit exhibited by the crews of smaller vessels. Still there was no lack of exertion, and to cover such heavy craft great tension of nerve is required. The Galatea was the first to set her head sails, and point her nose to seaward, followed by Alarm, whilst for a few seconds the sails of Albertine, lay quiescent, and some conjectured she did not mean to race; at last, seeing her competitors getting away she followed their example. The Alarm rounded before she attempted to raise her immense mainsail, which had a reef in it, anticipating a greater amount of wind when clear of the town. The Galatea first set topsail, followed next by Albertine; the Alarm in Gravesend Reach passed ahead of the Galatea, and when off East Tilbury set her main-topsail. Albertine here came up to Galatea with a rush and in the Lower Hope after a rattling contest took second place. The wind lulled considerably as they neared Sea Reach, and "up fore-topsails" was the universal cry, and the Alarm shook out the reef from her mainsail, and Captain John assured us, he was annoyed throughout the match because, notwithstanding divers pulls at the slack, he could not get it set to his own satisfaction; yet to the generality of the spectators every sail was a perfect board, and every inch drew admirably. Whilst the champion was so engaged the Albertine drew on her, but the former was too sharp to be caught napping, and in the reach she showed her excessive superiority by increasing her distance.

On reaching the Chapman the wind increased, and the Alarm apparently flew through the water at railroad speed, passing the Nore Light at 1h. 30m. 45s.; the steamer being also abreast we were enabled to time her, but Albertine and Galatea being behind some distance we could not time them.

The Mouse being sighted the black diamonds were *piled* up to enable the Eagle to arrive before the Alarm, and it required great press of

steam to accomplish the task, not five minutes to spare. Before rounding, the Alarm shifted jibs, lowered fore-topsail, and set a smaller main-topsail. Albertine and Galatea also shifted sails. The Alarm taking a wide sweep rounded most majestically. Time:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.		
Alarm	2	6	30	|	Albertine.....	2	12	15	|	Galatea.....	2	20	45

The Albertine as she rounded set a jib-headed topsail. Whilst waiting for the Galatea to round, the splendid cutter Pearl and the beautiful schooner Shark swept gracefully round the Light, all hands regretting that the latter was not entered in the race.

It was now a stern chase, although the Albertine was within her time when rounding, yet it was soon made evident that the Alarm would be the victor. Nothing could surpass the exquisite handling of this vessel, and indeed from what we have heard since, for the racing speed of the steamer prevented personal observation, the others were equally up to the mark. If our notice therefore of the Alarm, in particular may seem partial, we must request our readers to recollect that to keep pace with her the steamer had all its work to do. When off Southend Pier the Alarm's time was 3h. 15m. In the opening of the Lower Hope, Alarm struck fore-topsail, and she made three or four boards through it, but when entering Gravesend Reach she again hoisted fore-topsail, the wind having lulled considerably. The steamer took up her position at Greenhithe, rather too near the flag-buoy for the yachts to round with safety, the Alarm therefore passed on the southward, and rounded the steamer in gallant and seamanlike style. As this vessel opened after passing Broadness Point she was much admired as she swept along with all canvas standing, and we hope some one of the many artists on board the Eagle will give the public an opportunity of judging the beauty of her appearance. The Albertine next put in an appearance followed by Galatea at too great a distance to create any apprehension of the result. The time of each arrival was:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.		
Alarm	5	20	30	|	Albertine	5	39	30	|	Galatea.....	5	56	30

The Alarm won by upwards of five minutes to spare, but it is only due to Albertine to state that we were informed she carried away her bowsprit shrouds in the Lower Hope, which of course materially retarded her progress. This was her maiden attempt, and she showed such sterling qualities that we are justified in saying, any vessel of her size must be a "flyer" to beat her. She was built by Inman, and launched last year from his yard.

The Galatea was built by Hansen of Cowes last year, and this was

her second match : her owner has no need to regret that she was not the winner, when we take into consideration that the Alarm has been repeatedly altered to gain the speed she at present possesses.

The greatest credit is due to the several captains and crews for the excellent trim in which they brought out their vessels, and the manner of handling them, and it would be unfair to single out any one, where praise is equally due to victor and vanquished.

The vice-commodore, R. Green, Esq., was chief serag, in the absence of Lord Alfred Paget. In presenting the trophy the worthy Commodore congratulated the venerable owner of the Alarm, on the success she had achieved, and paid some well deserved compliments on his perseverance in support of yachting.

The age of Mr. Weld (86) does not debar him from participating in the triumphs of his yacht, as he is invariably on board during the matches, an example which many younger men, either consider unnecessary, or fear prompts them to tread the more safe planks of the club steamer. It would be well for the yachting navy if there were a few more who would follow the example of this veteran.

In addition to the vice-commodore, J. Hutcheons, Esq., Treasurer; Capt. P. C. S. Grant, the Secretary, and many other officials of the club were in attendance.

The band of the Royal Horse Guards, Blue, at times (but not oft) enlivened the scene, and on the previous occasion the Life Guards Band attended, and were equally slow. This should be looked to.

Ere we close this account we must request some of our readers to explain the *system* on which Ackers' Scale was made subservient to the present match,—for example, the Albertine 153 tons had to allow Galatea 117 tons at 35 seconds per ton difference, only *nine minutes* ! We were simple enough to suppose that after possessing the copyright of that scale so many years, and working it some hundreds of times that we knew it perfectly, but are free to confess if the committee is right, we do not understand the method of calculating differences.

We omitted to notice that the time each vessel took to run from Rosherville to the Mouse, (from gun to start to gun rounding) was Alarm 1h. 57m. 45s., Albertine 2h. 3m. 30s., Galetea 2h. 12m. 0s., Alarm's the shortest time on record, distance about 28 nautic miles.

Extraordinary Circumstance.—We have received a letter from the owner of the Alarm since the above match, wherein he states " That on putting the Alarm ashore at Cowes to clean her bottom, we found that the rope which is called a spring, in getting the vessel round after the

gun had fired for the yachts to start, had got between the rudder and stern-post. This spring was 27 fathoms in length, and was made fast to the hawser which she rode by, and in casting round at the start she broke this 6-inch hawser, which is thrown overboard at the time; but it being made fast to the spring, she towed the whole away after her in the race. The spring was 3-inch rope, and 27 fathoms long, the hawser 6-inch rope and 24 fathoms long. The whole 51 fathoms she dragged not only in the race, but round to Southampton." If it had happened to have been light winds, and the large rope at the end of the smaller, the Alarm could not have moved.

Prince of Wales Yacht Club.—The second match of this Club came off on the 18th of July, (and with the exception of the Ranelagh on the 1st of August) closes the season of yacht racing on the Thames. The Oread was chartered on this occasion, commanded by that prime good fellow Captain Wheeler—who is proverbially known, (whether engaged by the clubs or the public) to place his vessel in such positions as will give his company an opportunity of witnessing the matches, without getting in the way of the yachts engaged therein, added to this civility, and a desire to add to the comfort of his passengers, has gained him the respect of all who have sailed in the Oread. There was a very good private band on board, which did not flag in giving the votaries of Terpsichore ample opportunities to gratify their inclinations.

Erith as usual was the starting point, and on our arrival we found the following yachts riding uneasily at their anchors:—

Numbered as in Hunt's Yacht List for 1861.

No.	Names of Yachts.	Rig.	Tons	Owners	Builders
	Blue-Eyed Maid	cutter	4	E. G. Knibbs, Esq.	Tuckwell
1059	Violet	cutter	9	Lord de Ros	Aldous
1243	Why Not.....	cutter	8	C. J. Gray, Esq.	Hatcher
943	Surprise	cutter	8	Capt. Carr	
	Marmoset	cutter	7	P. Turner, Esq.	Hartlepool
82	Bessie	cutter	9	J. H. Hedge, Esq.	Harvey

The prizes were a Silver cup and cover, value 20 sovs. presented by J. S. Adam, Esq., Vice-commodore, for first boat; and a Silver cup value 10 sovs. given by the Club for the second boat. The course from Erith to the Chapman Light and back, for yachts of 12 tons and under. Time for tonnage half-a-minute per ton. The preparatory gun was fired at 12h. 37m. when some of the craft began to sheer very suspi-

ciously, and the line was broken : however in five minutes more the starting gun allowed them to move legitimately, and they speedily cantered, the Why Not with the lead, Surprise second, Violet third, Bessie and Marmoset fourth, Blue-eyed Maid in trouble, her mainsail jammed in topping lift. In passing into the Rands the Bessie with magic speed flew past the three leading vessels. Wind W. S. W. very fresh, in fact it was almost at times too much for these gallant little vessels. In the lower part of the Rands Bessie was leading considerably, Why Not and Surprise practicing a little jockeyship : in Long Reach the latter attempted to pass to windward, which Why Not prevented by luffing up. Entering St. Clements' Bessie was leading some minutes, Why Not second, with Surprise in close attendance to seize the chance of passing her. We should have observed that all had their topmasts housed except Marmoset,—but after rounding Stone Ness Violet, in part raised a jib-headed topsail on the masthead, which did not give her that advantage her owner expected : Marmoset set topsail also : Surprise took in another reef, they were all reefed more or less. Off Grays, a yacht of about 20 tons, not in the race, got in the way of the Why Not and most ungenerously baffled her : we heard a name assigned to this vessel, but refrain from mentioning it for fear of being misled, otherwise we should fearlessly condemn such conduct, and a heavy penalty ought to be inflicted on such delinquents.

In Gray's Reach the wind much increased, with sea enough to bury them—in fact as they rushed through the water it flew aboard them in clouds of foam. Violet took in another reef, Marmoset struck her topsails. This vessel rather surprised a few by the stiff qualities she possessed ; she is not a new vessel, although unknown to the Thames. She was built at West Hartlepool, but her present owner picked her up at Aldboro'. She was lengthened last year, and we believe re-christened, as to her prior cognomen we have no records. The Why Not has not altered our opinion, she is the stiffest boat of the two new Pets.

Through Gravesend Reach Bessie was first, Why Not second, Surprise third, Violet fourth, Marmoset fifth, Blue-eyed Maid nowhere. In the lower part of Hope, Violet again set squaresail and square-headed topsail, and on entering Sea Reach Surprise stood over to the south shore, Bessie still leading. Here Surprise took second place from Why Not, Violet still behind despite her quantum of canvas. In this way they continued till nearing Shell Haven, when Why Not again passed the Surprise, lessening the distance between Bessie and herself. In fact the Bessie appeared to have lost way whilst hugging the Kentish shore. Violet struck her topsail and appeared to have gained on Surprise.

The flag-buoy was dropped just below the Chapman, and they rounded thus:—

	h.	m.	s.		h.	m.	s.
Bessie	2	42	0	Violet	2	47	0
Surprise	2	44	0	Blue Eyed Maid.....	3	17	0
Why Not.....	2	44	30				

Marmoset contrary to all expectations never put in an appearance, and the Maid which had been praised for her prudence came unexpectedly in sight, and from the manner in which she was handled would undoubtedly have come to an untimely end had she passed the steamer as the others had done, and instead of jibing her crew attempted to put her about. She refused the helm, and there she lay in a perilous position, with a crew unnerved and apparently helpless. The Oread through the kindness of the Commodore and officials took the poor little thing in tow, and brought her safe to Gravesend. The party who had charge of the helm to keep her in the wake of steamer was much to be pitied, for his compeers slipped down below and left him to encounter the fury of the waves.

Having disposed of this vessel we will return to the others, as soon as Bessie got clear of the steamer she jibed over to the Bligh, and in rounding it was a fine piece of seamanship on the part of the Surprise and Why Not, the former steering in between the steamer and the latter, but the Why Not got the advantage and after a short stretch towards Essex, tacked towards the Bligh, Surprise attempted thrice to tack in the same direction, but refused to answer her helm, she was evidently badly trimmed, not sufficient ballast. Violet stood over to the Essex shore some time and then went about quickly. The tide was still ebbing, therefore they hugged the Bligh closely, thus Bessie with great lead, Why Not second, Violet third, Surprise fourth. In running up about half-a-mile below the East Bligh Buoy, the Why Not laid quiet for two or three minutes, evidently having kissed the ground, how she got off the buoy does not say, although when she did get clear she appeared to be a little wilful in the handling. However she still retained her second place in the race, ran into the Lower Hope, through which they beat, but without disturbing the order of their going; the tide having changed they encountered very heavy seas, especially in St. Clements, they happily arrived safe at Erith but the crews drenched. The time was:—

	h.	m.	s.		h.	m.	s.
Bessie	6	9	0	Violet	6	36	20
Why Not.....	6	23	45	Surprise.....	6	47	0

The commodore as soon as the two leading vessels had come along—

side, presented the prizes, the first to Mr. Hedge, and the second to a friend of Mr. Gray's. Mr. Bartlett, who sailed the *Why Not*, having been thoroughly drenched went on shore as soon as that vessel arrived.

Thus far everything had gone on quietly and respectably, and from seeing the *Bessie* again matched against the *Why Not* we fully thought the affair of the foul in the Royal London Match was forgotten, but we were deceived, for a tall fellow, one of the *Bessie*'s crew, as soon as the vessels had sheered off from the steamer commenced scoffing and jeering the crew of the *Why Not*, in which the others aided, and we were much surprised that the owner who was on board, did not immediately suppress it. We notice this in the hope that whatever ill-feeling may lurk in the breasts of the victor and vanquished among yachtsmen will not be made public. There is no doubt about the *Bessie* being a very excellent vessel, and her builder and crew fully deserves all the praise that can be awarded them; but the latter must not let the victory they have gained, lead them into the supposition she is invincible: certainly a more perfect gem of art does not float than the *Bessie*. The *Why Not* is a more compact vessel, and does not show to the eye so graceful as her antagonist, but she is a much stiffer vessel, and except *Bessie* we know of none that can touch her. One very great advantage the *Bessie* possesses, she is about the moment called on without losing an inch of her way.

This match concludes the season of the large clubs, and a more glorious one we never recollect, plenty of wind in each match, and such as fully tested the powers of the yachts engaged. The sinews of war were plentiful, the Royal Thames gave prizes to the amount of £410, Royal London £145, and Price of Wales £60, total £615, this sum was distributed in twelve matches.

ROYAL NORTHERN YACHT CLUB.

THE regatta of this club came off at Dunoon, July 9th and 10th, with a success unprecedented in its annals, a result chiefly owing to the great exertions of its Hon. Secretary, A. S. Schaw, Esq. During the regatta J. Smith, Esq., Vice-commodore, and the Hon. G. F. Boyle, Rear-commodore, were on the steamer *Caledonia*, and the races were started in excellent order by Messrs. Schaw and Houldsworth, one of the stewards of the club. On Tuesday the weather was fine, but the wind was variable and rather light, veering from north to west. There was a large and fashionable party on board the *Caledonia*, and the shore and

Castle Hill were thronged by interested spectators. The river was dotted over by numerous yachts and small craft. In the afternoon H.M.'s cutter Prince Albert came into the bay with Capt. Macdonald and a number of officers of H.M.S. Hogue on board.

First day.—A purse of 100 sovs., open to Yachts of Royal Yacht Clubs, of 30 tons and upwards, time race: the course was round Toward Buoy, flag-boats off Wemyss Bay, Kilcreggan, and Strone, again round Wemyss flag-boat, and home. The following started:—

Numbered as in Hunt's Yacht List for 1861.

No.	Names of Yachts	Rig	Ton	Owners	Builders
147	Chance.....	schooner	76	J. Richardson, Esq.	Simons
36	Anita	schooner	47	J. Ballantine, Esq.	Simons
486	Ierne	schooner	60	S. Graves, Esq.	Fife

The starting of the race was delayed upwards of an hour in expectation of the arrival of the *Æolus* and *Glance*, on their way from the Mersey to the Clyde, which were also entered. Between eleven and twelve o'clock a cutter was seen coming through the Cumbrae Heads, which on nearer approach was recognised as the *Æolus*, but as at twelve she was yet fully an hour's sail distant, it was decided to delay the start no longer, and the last gun was accordingly fired at 12h. 17m. 7s., when the three schooners let go the springs by which they were anchored (a mode of starting which gave the highest satisfaction,) and made sail. The *Chance* went off with the lead, followed by the *Anita*, but the *Ierne* canted the wrong way, and was thus placed at some disadvantage. The *Chance* gradually slipped away from them, and when passing the Cloch on her way home was fifteen minutes ahead. The contest between the *Anita* and the *Ierne*, (which had the second place,) was very close and exciting, the difference between them when passing the Lighthouse being only fifteen seconds. On reaching the Commodore, the *Anita* and *Ierne* relinquished the contest. The *Chance* carried on with a freshening breeze, and after rounding the Wemyss Bay flag-boat returned to the goal at 8h. 54m. 53s., and won the prize.

The *Anita* is a new iron yacht, built by Messrs. W. Simons & Co., Renfrew; and as she was only ready for sea a few days prior, her crew were still ignorant of her proper trim.

A second race for a purse of £30, open to yachts of Royal Clubs of 10 and under 30 tons, time race. The course laid down for this race was the same as for the first, the second run round the Wemyss Bay buoy not being included. The following yachts started at 1h. 0m. 40s.:

Numbered as in Hunt's Yacht List for 1861.

No.	Names of Yachts.	Rig.	Ton.	Owners.	Builders.
54	Atalanta	cutter	27	N. Arnold, Esq.	Marshall.
	Ripple.....	cutter	12	D. Fulton, Esq.	
70	Banba.....	cutter	24	W. I. Doherty, Esq.	Marshall.
942	Surprise	cutier	20	R. Johnstone. Esq.	Hansen.
946	Swallow	cutter	18	D. J. Penny, Esq.	Wanhill.

The Banba got off first, followed by the Ripple, a new and very smart looking yacht. Shortly after starting the gaff-topsail sheet of the Atalanta parted, and the sail had to be taken in until damages were repaired. Notwithstanding this the gallant old craft gradually worked her way to the front, and reached the Commodore an easy winner: the vessels arrived in the following order:—

	h. m. s.		h. m. s.
Atalanta	6 46 53	Banba	7 3 30
Swallow	7 2 55	Surprise	7 9 50
Ripple	7 3 55		

The Atalanta is a clinker-built vessel of the old school, and her success was due to the skilful manner in which she was handled.

Third race for a purse of 10 sovs., for yachts and pleasure boats under ten tons, time, half-a-minute per ton. The course of this race was from the Commodore round the flag-boats in Wemyss Bay, Kilcreggan, and Strone, and back to Commodore; the following vessels started at 1h. 41m.; Armada, 8 tons, Mr. R. F. Stuart; Brenda, 9 tons, Mr. D. M'Iver; Azalea, 8 tons, Mr. J. Campbell. The Brenda was first off, and kept ahead to the close of a beautifully contested race, in which she beat the Armada by three minutes only, the former arriving at 5h. 7m. 27s., and the latter at 5h. 11m.

Second Day.—It was very unfavourable for spectators, whose enjoyment was marred by frequent and heavy showers, but as far as wind was concerned, it was all that the keenest yachtsman could wish; it blew great great guns from the westward during the morning, but towards noon it moderated a little, and the first race was started at 12h. 20m. 34s. for a prize of 50 sovs., open to cutters of Royal Yacht Clubs of 20 tons, and upwards, time race. The course was the same as that on the previous day, but twice round, omitting in the second round the Kilcreggan flag-boat. The following yachts started :—

No.	Names of Yachts.	Rig.	Ton.	Owners.	Builders.
54	Atalanta.....	cutter	27	N. Arnold, Esq.	Marshall
297	Æolus	cutter	58	C. T. Couper. Esq.	Fife
430	Glance	cutter	36	A. Duncan, Esq.	Hatcher

The Storm, 36 tons entered but did not start. It still blew very hard, and during the first round the Atalanta gave in, having split her jib and carried away the bowsprit shrouds. Off Kilcreggan the Æolus carried away her bowsprit, and bore up, leaving the Glance to come in a winner at 6h. 34m. 19s.

The second race was for a purse of 50 sovs., open to schooners and yawls of Royal Yacht Clubs of 80 tons and upwards, prize for second yacht, a handsome saloon compass, presented to the club by Mr. R. Park, Optician, Greenock, time race. The following vessel started at 12h. 52m. 37s.

Numbered as in Hunt's Yacht List for 1861.

No.	Names of Yachts.	Rig.	Ton	Owners.	Builders.
147	Chance	schooner	76	J. Richardson, Esq.	Simmons.
835	Rowena	schooner	60	J. S. Mills, Esq.	Fife.
1259	Wildflower.. ..	schooner	47	S. Little, Esq.	Fife.

The Chance passed the Commodore on the first round at 4h. 24m. 46s., and the Rowena at 4h. 28m. 50s., but the Wildflower was not in sight. Shortly after starting the Rowena carried away her jib-boom, but held on under reduced canvas; at 4h. 45m., however, she hauled down her racing flag and gave up the contest, the Chance having it all her own way now, and arrived at 7h. 19m. 15s. thus gaining £150 in two days. As the Wildflower did not turn up, the saloon compass was not given.

The third race was for a purse of 7 sovs., for yachts and pleasure boats not exceeding 7 tons; time, half-minute per ton. Course round Kilcreggan and Strone flag-boats and home. The following started at 3h. 0m. 36m., Edith, 5 tons, Mr. W. H. Watson; Fern, 5 tons, Mr. J. Forrester, and the Lily, 5 tons, Mr. John Ure. The Fern gave up at Kilcreggan, and went to her moorings; and the Edith carried away her foresail while leading off Strone, and left the victory to the Lily, which came in at 5h. 57m. 1s.

It will be seen that the above winning yachts are almost the only ones of the fleet which escaped damage during the first round. While beating up from the Kilcreggan flag-boat to the Strone Point a terrible squall came down from the Holly Loch, accompanied by thunder and lightning, and bowsprit shrouds and jib-booms went in an instant. At the termination of the races, Mr. Duncan of the Glance, and Mr. David Richardson, who sailed the Chance in the absense of his brother, went on board the commodore, when the prizes were presented by the Hon. G. F. Boyle, who congratulated Mr. Duncan on his well deserved success after coming so far to take part in the regatta. It will be seen

from this that the prizes have been pretty equally distributed, English, Scotch, and Irish Yachts having all been successful. In the evening a large party of the members of the club and friends dined together at the Argyll Hotel, Dunoon, Mr. James Smith, vice-commodore, in the chair, faced by Mr. Schaw, the secretary; and a brilliantly attended ball concluded the festivities.

SKETCHES OF NAVAL LIFE.*

BY AN OLD SALT.

CHAPTER XII.

HOWEVER large I might appear on reporting myself to the Admiral on my arrival with the "Uncle Sam", I both looked and felt small enough the next day when ordered to join the guard ship, and vacate my command in favour of a lieutenant and boat's crew, who were about to take my prize to the dockyard, to be there examined as to her soundness, &c. Talk of men in affluence being suddenly ruined and reduced to break stones on a road side! Certainly this would be rather painfully unpleasant; but it is mere simple privation and labour, in comparison with a young lad, as prize-master, having to surrender his blushing honours in exchange for the cock-pit of a guard-ship, where boys of every stamp of character are thrown together as strangers, to part in a few days in mutual dislike, and where the fast lad gets in debt and disease, and the slow one gets bullied, and swindled to any extent short of actual thievery.

But oh! most glorious and beautiful frigate, didn't I, and Bill Williams, and all of us "Uncle Sams", see you standing into Plymouth Sound as we were getting our kits into the boat that was to carry us to the rusty, fusty, old guardo, and the three cheers we impulsively gave to your memory and presence rather did surprise the old fogie of a grey-headed guardo lieutenant, who expected to row us to his stationary, though floating home.

"Beg your pardon, sir" said I, but that's the G——frigate, sir, our ship, sir; so, if you please, sir, we'll join her, sir, instead of the guard-ship, sir." Reply—"You be —— sir! Who taught you, sir, to dictate his duty to a lieutenant, sir? Eh, sir? Get into the boat, sir, and be —— glad to go, sir, where *I* and not *you* choose, you —— young monkey raised upon, you!"

Accordingly, with head down and *monkey* up, I and ours sneaked

* Continued from page 303.

into the boat, and were rowed alongside the guardo, where old greypole went up and reported us as arrived, I following up the side for orders.

The first lieutenant said—"Mr.——you may row the prize's crew alongside their own ship, for she's just anchored in the Sound, with her number answered from us;" and seeing me he said, "Youngster didn't you know your own ship when you saw her? A devilish pretty fellow you are to make a prize-master of, certainly."

I replied at once, "Please, sir, I knew her well enough, and wanted to join her, but *he* wouldn't let me." Here again I got it over the knuckles pretty sharp.

"And, pray, who the devil is *he*, sir; you'd better say *he*, *he*, sir, and giggle in my face, sir. If you allude to that gentleman, sir, I'd have you to be fully aware he is a lieutenant in H. M. service, sir; and not a *he*, sir. So, Mr. Jackanapes, *he* me no more *he's*, if you please, sir!" Then turning short on my old friend *He*, he gave him his "kail through the reek."

"Now, Mr. ——, will you be kind enough to explain why on earth you brought this lad and his crew here, where you know we are all jammed like Jackson for want of room to stow our supernumerary hands, and his ship actually in the Sound, eh?"

"I only obeyed orders, sir," he replied.

"Ex-a-ct-ly—oh yes, quite right, sir; and, now, sir, be pleased to do so once more, and take them out of this to their own ship, if you please, sir!"

And so we accordingly went off to the dear old frigate, my grey friend promising on the way, very earnestly, that if ever he caught me aboard the Guardo under *his* orders, he'd *He* me to some tune. I cared not a farthing for his threats; there was the old ship, and as soon as he was up her side, I was alongside of him, and, to his utter amazement, my hand clasped in our right honourable skipper's before he had half reported himself. That ~~was~~ a jolly day: first I went with the captain to his cabin and reported all we had done, and the noble conduct of Bill Williams, and how if it hadn't been for him, we should never have got home safe; and the captain praised me for saying so, and said he'd promote him for it. He then ordered me to get his gig ready, and the crew in full toggery, to go on shore to the Port Admiral's.

Then the first lieutenant and *his* brother officers, and then the master's mates and middys, they all were so glad to see me *and the prize*; and then, last but not least, the maintop men were so pleased I was to join the top again, and be stowed away in the top chest in bad and wet weather, with a knot in the bottom of it knocked out, so that, when the top was haled, I could put my mouth to the hole and sing out, "Aye,

aye, sir!" whilst some one opened the lid to let me out ; and then they looked forward to the lots of grog I used to smuggle up, and the soft tack and fresh butter, and *shrub*—it was the grand drink as a sort of fashionable cordial to top up with, when a real relish was held to be necessary, after other liquors had cloyed upon us.

When the captain came on deck, the sails were furled, and the yards squared, ropes faked and coiled down, and all snug and shipshape, and the petty officers had come aft with the usual petition from the ship's company, to allow their wives and sweethearts (boatloads of whom were alongside) to come on board. On the first lieutenant reporting this to the captain, he ordered all hands aft, and thus addressed them :—" My lads, I have sent for you aft, to thank you for the way in which you have discharged the duty of this ship, under the skilful control of the first lieutenant and officers generally, and under my command. You will all regret, equally with myself, our unavailing, though unceasing, efforts to fall in with the enemy's frigate we have so long and so eagerly sought after; and my own disappointment is doubled by the firm conviction that, had we met her, you would have licked her for me. The state of discipline and subordination exhibited on board this ship, whilst it reflects credit on your willing obedience to command, affords me this opportunity of most warmly thanking my first lieutenant and his brother officers for the firm, judicious, and able manner in which they have carried out the duties of their respective rank, in a way as pleasurable to me as it is honorable to themselves. I am informed you have just asked permission for your female friends to be admitted on board. I grant your request—Silence!" (Here a cheer was cruelly strangled in its birth.) " But recollect, although the nature of the service, which cannot permit you on shore, for fear of desertion, is compelled to tolerate your intercourse with many of the more degraded of the opposite sex, still it is not only in your power to restrain their conduct whilst on board within the bounds of decency, and conformity to the regulations of the ship, but also to bear in mind yourselves, that woman, in every grade of life, is bestowed on man as his best and truest friend and companion, until *his* conduct has degraded her to be the victim of his passions. I therefore give you due warning that any wanton breach of discipline exhibited by either yourselves or companions, in consequence of their admission on board, shall be visited on your heads by their instant dismissal from this ship. Mr. H——, you can dismiss the ship's company, and allow them to have their friends on board, under the usual regulations of the service !"

Here he raised his hat, and got such a cheer as only a fighting and

noble captain of a frigate *can* get from a gallant and hardy crew. I was then ordered away in the gig, and on my return I found our complement of hands had received the addition of between two and three hundred souls, *not* including bumboat and washerwomen. We lay at Plymouth, fitting out, for about nine weeks, my friend Bill Williams declining a boastwain's rating in a gun-brig, rather than leave the frigate, captain, maintop, and *me*. Poor fellow, perhaps he would have been spared a miserable end had he taken advantage of the captain's interest in his favour, but he was in the hands of God, to whose will and the various causes and effects of inextricable network we weave round ourselves, he was fain to submit to.

One most curious incident respecting him I must somehow or other relate as referring to the isolated habits of thinking and action incidental to the life of a man-of-war's-man, separated as he was (in war time) from his fellow-men, and living in a maritime world exclusively his own. Williams had been living, or rather had living with him on board, a woman, not his wife, during our nine week's stay in port, and a prettier or better conducted girl was not in the ship, and it was pleasant to see her mending Billy's clothes, darning his stockings, and washing his shirts, save for the melancholy reflection that no lawful tie had united the bonds of affection between them. Well, three days before we were about to start on a fresh cruise of an indefinite period from one year to three, Billy said to me in the maintop, "If you's a going on deck, sir, will you ex the first lieutenant if I can speak a word to him about summut private as concerns myself mostly?" "Yes, to be sure," said I, and did so accordingly. I was ordered to hail the top, and desire him to come down, and down he came, he walking aft to where the first lieutenant and I were standing, with his hat in hand, and salaaming the quarter-deck, and his officer in real sailor top-pin-pulling style. The contrast between these two men, alike perfect in their widely different walks of life, was curious to behold. There was our first luff, five feet seven being his extreme longitude, with the happy smile he always bestowed on a good man, the very *beau ideal* of an officer and gentleman, small it is true, but compact and perfect, with a bearing that made a big man, even if a brother officer, cautious how he trifled with him, looking up at Bill Williams, who stood above six feet, and was looking down on, but up to M—— with that full reliance an able seaman feels in the freemasonry of interest his officer has for him, if both are "True Blue" in their respective grades. "Well, Williams, what can I do for you? Want to go ashore, eh? Well, I think I can trust you; so you may go if you wish it." Billy bowed thankfully and said, "If you please,

sur, it ain't that, sur !” “ Well, my man, then *what* is it, eh ?” Billy hitching up his trousers, “ The thing's this ere, sur, if you ain't got no objections, sur, I wants to be married, sur.” Now, our first luff was a man of infinite presence of mind, if not command of temper, and, I verily believe, if he was ordered to ship the jib-boom for a spanker boom he'd have set about it with the greatest (apparent) coolness ; but this request of Billy's fairly threw him off his centre, and he rattled out, in his quick way, “ Married ! what the deuce do you want to be married for ! and the ship going to sea in three days ; who *are* you going to marry, you immense booby ? You've been living on board with a woman for nine weeks—and you'll be away for three years. Confound you, sir, don't you know a sailor has no more need for a wife than a duck for an umbrella. Who on earth are you going to make Mrs. W——, eh ?” “ Why, sur,” said Billy, “ if you ain't got no objections, its that ere woman oman as has been aboard with me, sur !” Here the first lieutenant's face assumed a most angry expression ; an oath trembled on his lips ; then he gave a prolonged whistle ; then he approached Billy, and putting his hand kindly on his arm, he said, with the voice of a brother, “ My dear fellow, you need not be told what sort of life that woman has to lead, and good, as I am willing to grant you, she is naturally, she is still what I will not hurt your feelings by naming, and, under these circumstances, allow me to ask you seriously, why you are bent on doing so very weak and useless an act as marrying her ?” Here poor Billy hummed and hawed, hitched up his waistband, looked on all visible things but the lieutenant, and then, with a hem, apparently torn up from his very vitals, he gave his hat a sort of suppliant wave, and blurted out, “ Why, you see, sur, we's agoin' to sea for, may happen, three year or so, and as she likes me, and I likes her best of anybody else, when we comes back again, if she's aboard of another ship, I can send for her, and claim her as my nwn.” Our first luff seemed to be struck speechless, his lips moved, but no sound came forth, and he had to struggle fiercely to keep down the laughter he was bursting with, but he did it ; then his hand slid down Billy's arm to *his* hand, which he shook heartily, saying frankly—“ Well, my dear fellow, I don't know really which to admire most—your reasoning or philosophy—but of their kind they are perfect ; and if your betters would only follow so philanthropic an example, cases of *crim. con.* would become matters of history. Go and get married, by all means : may you find Mrs. W—— all, and what, and *where* you wish, on our return home !”

(To be continued)

WINDERMERE REGATTA.

THIS beautiful lake was studded with boats on the 9th of July, to participate in the pleasures which are yearly afforded by the excellent sailing club established on its waters. The Challenge Cup was the chief prize for competition, but unfortunately, at the hour appointed for the start, there was a perfect calm, and the Committee deemed it most prudent to postpone the race until the following day. After this decision, the disappointed visitors (many of whom had come miles to see the match) departed to seek other amusements or return to their homes. Later in the day, a fine breeze sprung up, but too late to take advantage of.

On the 10th, the wind favouring, the following vessels were ready for the contest, opposite the Ferry Hotel:—Extravaganza, 22 ft. 2 in., W. Tomkyna, Esq.; Gazelle, 17 ft. 5 in., G. J. M. Ridehalgh, Esq.; Souvenir, 20 ft., Rev. J. Bush; Meteor, 19 ft. 8 in., S. Taylor, Esq.; Mosquito, 22 ft., G. A. Aufiere, Esq.; Mayflower, 19 ft. 9 in., G. H. Puckle, Esq.; Wave Crest, 19 ft. 9 in., G. J. M. Ridehalgh, Esq.; Zephyr, 20 ft. 6 in., J. Wrigby, Esq.; Jilt, 25 ft., J. Bridson, Esq.

At the time of starting, 11 h. a.m., the wind at W., leading right down the lake: the Jilt steered by her builder, "King Dan of the Itchen" took the lead, followed by Meteor and Mayflower, which three singled themselves from the ruck, made rapid progress to the flag-buoy at Water Foot, when Extravaganza put in an appearance as second; from this to the rounding off Head Buoy, and thence to the winning flag-buoy, the race was rapidly sailed, the Jilt keeping the lead throughout, and finishing thus:—Jilt, 1h. 41m. 41s.; Extravaganza, 1h. 48m. 45s.; Mayflower, 1h. 56m. 3s.

The Jilt arrived 7m. 4s. before the Extravaganza, to which she had to allow 3m. 45s. for extra length, and won the Cup, value 50 sovs., by 3m. 19s. The Meteor was the winner of the Challenge Cup last year.

On the 11th there was a match between Jilt, the champion of the former day, and the Bird, 32 ft., G. J. M. Ridehalgh, Esq., for a Cup of 50 sovs., given by the owners of the yachts. The wind at starting was squally, with plenty of rain, which at all times and places is disagreeable, but on this lake in particular it is *very* uncomfortable. The gun for starting was fired at 12h. noon, and they proceeded down the lake with S.W. wind, making a long and a short leg, in which Jilt evidently had the best of it; and notwithstanding the excellent sailing of her opponent, she was first past the ferry. Time: Jilt, 2h. 35m. 30s.; Bird, 43m. 44s.

The wind on the increase they flew through the waters, when the head buoy being rounded, the Bird in beating down under her balloon-jib carried away bowsprit, and the Jilt disdaining to take advantage of such mishap, sprung hers in consequence of the bobstay parting; but speedily shifting her large jib for a smaller, rounded the flag-boat at 4h. 15m. 20s., the poor little Bird, shorn of its feathers, was towed back in discomfort.

When J. R. Bridson, Esq., the spirited owner of the Jilt, landed at Bow-

ness, the cheers that greeted him were sincere and enthusiastic. "For many years," says a correspondent, "he has taken an active part in the Windermere yachting, and we are much indebted to his liberality for the present flourishing state of lake sailing; and as regards the Jilt (the Itchen Ferry Clipper) she deserves all she has won, and *what she has to win*; and we hope her worthy builder, Mr. Hatcher, many more orders for the Queen of the Lakes." "So say all of us," for his quiet, unassuming deportment at all times and all places will give him hosts of good patrons.

On the 12th, the third sailing race came off for the Club Cup, value 12 sovs. The weather was showery, and the breeze rather light, two circumstances that contributed to damp the ardour of all but those really interested in the proceedings.

The start was made at 11 o'clock by the following eight yachts, round the same course as the first day:—Mayflower, Wave Crest, Jilt, Meteor, Extravaganza, Mosquito, Souvenir, and Gazelle.

The wind, what there was, being dead ahead, caused the yachters to exercise all their skill in making the best of their way down the lake. The Wave Crest, Jilt, and Extravaganza, apparently taking the lead, but it was two o'clock before all had passed the Narrows in the upward course, when the Souvenir withdrew, the rest holding on their course, catching a fitful puff for a minute or so. The buoy at the head of the lake having been rounded, the excitement began to increase, and doubtless each of the three boats named above began to calculate minutely their chances of success and exercised all their skill to win the prize; but when about a mile from the flag-boat their patience fairly gave way in the dead calm, and the crews of all three set to work in good earnest to propel their craft by means of their rudders; and so hard did they work that one of them broke three tillers in the operation, which caused much amusement. This work brought them in in the following order and time:—Extravaganza, 4h. 16m. 29s.; Jilt, 4h. 18m. 41s.; Wave Crest, 4h. 19m. 26s. The others were not timed. The last arriving boat was pronounced the winner, owing to the time she had allowed her by the Extravaganza. As usual, when only a few seconds are between the winner and the next, there were not wanting those who disputed the decision, but the judges very properly adhered to their award, and at once handed the Cup to the Wave Crest.

We must not omit to mention that both the Extravaganza and Mosquito carried away their bobstays, or otherwise they would have held better positions. The Jilt, too, sailed at a disadvantage, owing to her bowsprit being sprung on the previous day's sailing.

IRISH MODEL YACHT CLUB MATCHES.

THE first-club match of this club came off on Saturday, June 15th, but, so far as interest was concerned, it unluckily turned out a failure, owing to the state of the weather. In the morning there was a light N.E. breeze, which,

however, calmed down as the day wore on, but the heavy swell which rolled in on the piers of Kingstown Harbour showed that there was wind enough somewhere. At 2h. 30m. the yachts took up their stations in a line extending from H.M.S. Ajax :—Sappho, cutter, 16 tons, H. L. Barton, Esq ; Atalanta, cutter, 25 tons, N. Arnold, Esq. ; Banba, cutter, 24 tons, W. J. Doherty Esq. ; Magnet, cutter, 15 tons, E. J. Bolton, Esq. ; Surprise, cutter, 20 tons, R. Johnston, Esq.

All manned by crews of amateurs belonging to the club, or to a royal yacht club. The Surprise, formerly belonging to T. W. Tetley, Esq., and the winner of the 100*l.* prize in the Mersey in 1857, was slightly the favourite, but on the whole, the race was considered as even and open as possible.

At 3h. 5m. a gun from the Oriana schooner, most kindly placed by her owner, W. Martin, Esq., at the disposal of the committee as flag-ship, gave the signal to set head-sails, which was well and quickly done in all ; their largest working jibs and topsails being in requisition, and a smart breeze blowing at the moment, all made an excellent cant, and were away together the moment the second gun gave liberty to let go. The Atalanta led a little out of the harbour, but with the Banba slipping through her lee and fore-reaching upon her through the pier heads ; but none of the boats had got fifty yards clear of the mouth when the breeze totally died away, and the heavy swell and ebb tide meeting them, and spilling the little puffs there were out of their sails, all began to go astern towards the east pier end, in spite of their crews. The Atalanta got so near that a shore boat was held in readiness to take her in tow, but waited till her boom-end was within six feet of the wall before she availed herself of assistance, which of course disqualified her for the match ; the others drifted back safely, except the Banba and Sappho, the former of whom had run furthest out, and was a little out of the indraft of the tide, while the latter, being to the eastward, was set past the pier, and carried bodily off into Scotman's Bay.

The Banba, by great perseverance, contrived, after a narrow escape of going ashore, to get, by five o'clock, partly across the bay, where she met a tearing breeze from N.E., obliging her to lower her topsail and topmast, and double reef her mainsail, under which canvas she beat out towards the Irish lightship ; but when she got from under the shelter of Howth Head she found the sea so heavy that she had to haul down a third reef and set a storm jib, under which she rounded, and ran up the bay towards the East Bar Buoy at the rate of nine knots, but off Sutton again met the calm, and it was out reefs, up topmast and topsail, and out balloon jib, with the help of which she just contrived to crawl round the course and into the harbour at thirteen minutes before nine o'clock, thus winning the prize, which her crew well deserved for their pluck and perseverance, as they had a hard-working time of it, and were drenched to the skin.

The Sappho, less fortunate, drove, in spite of three attempts to anchor, right on for the rocks off Bullorke, and would certainly have gone ashore, but that the crew of the Atalanta, while furling sails, saw her danger from the crosstrees, and four of them at once went to her assistance, and with the

aid of a shore-boat succeeded in dragging her off into harbour by 7h. Her topmast rigging had given way with the roll, and in securing it, one of her hands fell from aloft, and was disabled, though fortunately not seriously hurt. Thus ended what had been expected to prove a beautiful race.

On the 29th June, the second class match sailed on the 8th, inserted in our July Number, was re-sailed under more favourable circumstances.

In the morning there was a very strong breeze from N.W., and the heavy clouds floating about created much apprehension that the afternoon would turn out wet and rough, which would have been the more unfortunate as this day had been fixed for the arrival on Irish soil of the eldest son of our beloved Queen, the future heir to the throne of these islands; and the whole population of the neighbourhood were flocking in their best holiday attire to give him a right loyal welcome. Fortunately the day kept improving, and the wind settled down into a fine, steady, though somewhat strong breeze from the N.W., most favourable for trying the weatherly qualities of the little racers, while the point from which it blew made the water comparatively smooth. The Emerald, 12 tons, W. J. Corrigan, Esq., was entered but did not show, and at 2h. 30m. the following left their moorings, and took up their stations off H. M. S. Ajax:—Magnet, cutter, 12 tons, E. J. Bolton, Esq.; Virago, cutter, 10½ tons, J. A. Lyle, Esq.; Ethel, schooner, 13 tons, D. Ferguson, Esq.

The Magnet and Virago both had their topmasts housed, a double reef in their mainsails, and one in their foresails, but the Ethel carried her whole lower sails, and being nearly 17 tons, though allowed by club rules to deduct one-fourth for her schooner rig, was rather the favourite in a strong breeze. All were manned and steered by members of the club, or of a royal yacht club, only one paid hand being allowed in each.

At three o'clock the first gun gave liberty to set head sails, and three minutes after a second set them free from bowlasts and springs. The Virago rushed at once to the front, and led out of the harbour, followed by Magnet and Ethel close to and stopping each other. Once through the piers the wind was well aft to the South Burford buoy, three miles and three quarters, E. by S. ½ S., and the Virago and Magnet soon found that they could carry more sail off the wind, and at once shook the reef out of their foresails; in doing which the Virago's fore halyard parted, and the sail came down by the run. It was soon re-rove, however, and the sail up again, but by this time the Ethel had got by the Magnet, and was on her weather quarter, and threatening to go by her to windward, it was then up topmasts and jib-headed topsails with the cutters, but the Ethel got by both, and led to the buoy, which she rounded about 20 seconds before the Virago, the Magnet being about 30 seconds astern of her.

It was then a question whether, with the lumpy sea and ebb tide, if any of them could weather the North Burford buoy, distant one mile, after which they would have a tough beat against tide to the East Rar (three miles and three quarters); and here the weatherly qualities of the Virago began to

show themselves. Hoisting her topmasts, and stowing her crew under hatches, she began to eat up into the eye of the wind, and, being beautifully steered through the jabble, which was considerable for such small craft, she soon put a great breadth of water between herself and her opponents, and this dead to windward. None of them, however, could fetch round, so the *Virago* went about, and reached up the Bay into the smoother water, while the others held on their reach; and the good judgment of the former course was soon shown, as the *Virago* was full 15 minutes ahead when she got round and stood in right under Howth, from whence she fetched a fine long leg up towards the East Bar, which she succeeded in rounding after two tacks, and eased her sheets and away for the South Bar full 20 minutes before the *Magnet*, and 35 before *Ethel*, which latter did not seem to do anything to windward, though considered a weatherly boat.

From the South Bar it was again a run to the pier head, but the *Virago*, having the race in hand, did not set a topsail, and passed through the piers just as the first gun from the *Ajax* announced the arrival of the *Connaught*, with his royal highness on board, and she crossed the harbour abreast of the big ship, a heavy squall catching her in the jibe round the flag-ship at 3h. 35m., and showing most of her copper to her very keel to the crowds on shore. The *Magnet* shook one of her reefs out on the run home, but did not improve her position, and was twenty minutes astern of the winner, and the *Ethel* as much more after her.

BIRKENHEAD MODEL YACHT CLUB MATCH.

THE first sailing match of the season, in connection with this club, took place on Saturday, June 29th, for an elegant prize cup, value 20 guineas, supplied from the establishment of Mr. F. W. Promoll, Church-street. The boats entered for the race were:—the *Haidee*, W. Turner, 7½ tons; *Snake*, W. Wilkinson, 7½ tons; *Vision*, C. H. Coddington, 7½ tons; *Barracouta*, J. M. Hannay, 3½ tons; *Harrie*, A. Whitworth, 2½ tons.

Several of the yachts were well known for their sailing qualities—the *Haidee*, a Thames boat, having never been beaten.

At the time fixed for starting, about two o'clock, there was a strong breeze blowing from the north-west, and this being considered unfavourable, and probably dangerous, to the smaller craft, the owners declined to allow them to compete for the prize. Only two out of the five—the *Haidee* and the *Vision*—were announced as ready to start. According to the rules of the club, three boats are required to constitute a race, and those conditions not being complied with, the match was considered as postponed. The owners of the two yachts previously named declined to run for a specific prize which had been offered—their only object was to compete for the cup. Under these circumstances, and to prevent a public disappointment, Mr. G. Harrison, the Vice-Commodore, in the most handsome manner came forward and offered the cup for competition to the two boats—the *Haidee* and the *Vision*.

One of the Woodside steamers, having on board several gentlemen connected with the club, accompanied the yachts on their course. Refreshments on a most liberal scale were supplied by Mr. Morrish, of the Merchants' Dining Rooms. An excellent band, under the leadership of Mr. G. A. W. Phillips, lent its enlivening influence during the trip.

The yachts started from the flag-boat, south of Woodside pier, at 2h. 43m., and shortly afterwards the Vision took the lead. On reaching the flag-boat off Brombro' Pool, the Vision rounded at 3h. 1m. 25s., and the Haidee, at 3h. 2m. 5s. Both vessels were admirably managed, and the race promised to be one of great interest. Unfortunately, just after the Vision had rounded the Brombro' station flag her boom snapped in two. Efforts were made to repair the damage, but they were unsuccessful, and the Vision was consequently unable to continue the contest. The Haidee, in accordance with the rules of the club, sailed through the regular course, and finally passed the Woodside flag-ship at 5h. 56m.

Owing to the Vision becoming disabled, there was no opportunity of testing the relative sailing capabilities of the two boats, and the match, comparatively speaking, excited little attention.

At the termination of the race, Mr. Turner, the owner of the Haidee, went on board the steamer to receive the prize, which was presented on behalf of the sailing committee by Mr. M. B. Wade. He stated, that in the absence of the Vice-Commodore, Mr. Harrison, he had been deputed to undertake that duty. Unfortunate circumstances had occurred at the outset to prevent several of the boats coming forward, but he was happy to say the difficulty was overcome to a great extent by their able Vice-Commodore intimating that the cup should be sailed for the two yachts willing to compete for it. He had had some experience during the last quarter of a century in the sailing of yachts, but he never saw a boat better managed than the Haidee. He could have wished that the other boat, the Vision, which unfortunately broke her boom, had been able to continue her course, so that the merits of the two might have been put to the test, but by all the rules of racing the owner of the Haidee was entitled to the cup. Had it not been for him the race could not have come off at all. He had much pleasure in awarding the cup to Mr. Turner.

In acknowledging the compliment, Mr. Turner expressed himself highly gratified that he should have been successful in taking the cup, the more especially as it was the first race in which he had been engaged. He regretted the misfortune which had befallen his opponent, and should have been glad had he been able to continue the race. In conclusion, he thanked his friends for the kind manner in which the presentation had been made.

The company, at the invitation of Mr. Turner, then drank success to the winning yacht, for which the prize cup was called into requisition. The band struck up the National Anthem, which terminated the proceedings.

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

A MEETING of this Institution was held on Tuesday, July 4th, at its house, John-street, Adelphi, Thomas Baring, Esq., M.P., F.R.S., Chairman of the Society, presiding. There were also present:—Sir Edward Perrott, Bart., V.P.; Alexander Boetefeur, Esq.; Capt. de St. Croix, Capt. Washington, R.N., F.R.S.; Admiral Bullock, Colonel Palmer, and Capt. Ward, R.N., inspector of life-boats to the Institution.

Mr. Lewis, the Secretary, read the minutes of the previous meeting:—A reward of 12*l.* was voted to the crew of the Institution's life-boat stationed at Arklow, on the Irish coast, for putting off with the view of rendering assistance to a ship which was seen on the 12th ult. in distress on the Arklow Bank, which is nine miles off the land. Before the life-boat, however, reached the bank the ship had got off and proceeded on her voyage. Rewards amounting to 11*l.* 17*s.* were also voted to the crews, and to pay the expenses of the Society's life-boats stationed at Carmarthen Bay and North Dundrum Bay, for going off with the intention of succouring vessels in distress, which, however, did not ultimately require the services of the life-boats. The silver medal of the Institution was voted to Henry Puxley, Esq., of Dunboy Castle, for swimming off and afterwards saving at considerable risk of life, by means of a small boat, four persons who had been capsized from their boat during blowing weather off Berehaven, on the Coast of Cork, on the 7th ult. Had it not been for the prompt and daring exertions of Mr. Puxley on the occasion, the officer of the coastguard stated that he believed the poor men must have perished. A reward of 2*l.* was also voted to two fishermen for saving three persons, whose boat had capsized and sunk near Carrickfergus during a gale of wind on the night of the 5th ult. The three men were found clinging to her mast, which was only a foot above the water. In this perilous position, with the sea breaking over them, they remained a considerable time, until their piercing cries for help at last attracted the attention of the sailors. It was reported at the meeting that the Institution had, during the past month, sent a new life-boat and transporting-carriage to Campbeltown, on the west coast of Scotland, and that Lady Murray, widow of the late Lord Chief Justice Murray, had defrayed the whole cost of the establishment, nearly 500*l.*, in memory of his lordship. The institution had also life-boats and transporting-carriages nearly ready to be sent to St. Ives, Cornwall, Aberystwith, and Llanddwyn, in Wales, Scarborough, and Tynemouth. A new life-boat was ordered to be built for Kirkcudbright, the expense of which, together with a transporting-carriage, had been presented by a benevolent gentleman residing in Manchester. Lord Selkirk had liberally promised to build a house for them.

The Institution also decided on receiving the Guernsey life-boat station into connection with it, and on completely renovating the establishment. A new life-boat and transporting-carriage were also ordered to be built for Jersey, the expense of which would be defrayed by the States of that island.

It was reported that the Spanish Government had recently ordered Messrs. Forrest, of Limehouse, to build six powerful life-boats on the plan of the Institution, to be stationed on dangerous points of the Spanish coast. For the sake of the cause of humanity, it is sincerely to be hoped that all maritime countries will follow this laudible example of Spain. It was stated that some friends of the Institution, at Ipswich, were making arrangements with the ministers of all denominations in that town, to preach sermons in their several places of worship on a given Sunday, in aid of the important and national objects of the Life-boat Institution. It was also reported that the late Thomas Fisher Hemington, Esq., of Uplyme, Devon, had left a legacy of 100*l.*, free of duty, to the Lyme Regis branch of the Institution.

Payments, amounting to 600*l.*, having been made on various life-boat establishments, the proceedings closed.

REMARKS UPON A FUNDAMENTAL DEFECT IN THE EXECUTIVE OFFICERSHIP OF THE NAVY.*

SECTION II.—THE EFFECT.

To FULLY understand what the moral effect of such a system is upon the master, a more intimate acquaintance with that officer will be desirable. Now, who is the modern naval master, and what is his origin compared with that of the more favoured grade of executives? He is not the strange, and half-savage "tarpaulin," of whom Macaulay speaks, nor is he the "rough-knot" merchant seaman "not altogether redolent of rosemary," who in more recent times, gave the naval master's rank to the winds when he had learnt to appraise it, for, upon reference to O'Byrne's Naval Biography, and other sources of information, I find that a great proportion of the present masters in the navy are either the sons or grandsons of old officers who fought and bled in the naval service, and others of them are fathers or brothers of captains, commanders, and lieutenants. The same authorities show two zealous popular, and well-rewarded admirals, to be the sons of common seamen—that another served as a seaman—that a captain, decorated and holding a civil appointment, is the grandson of a seaman, and similar cases abound. Many are sons of dockyard officials who have had interest with the authorities, while the body of this class, as of that of the masters, has been recruited from the same sections of the community, namely, either from the families of the middle class of civilians, or of old officers. If, therefore, we except the cadets of the aristocracy from the one class, and a sprinkling of men of inferior status, introduced for electioneering purposes by members representing naval ports, from the other, we are, whatever be their military rank, practically dealing with the same class of men in a social point of view.

Now, there are two things for which men toil early and late, scorning ease,

* Continued from page 326.

and living laborious days—the one is money, or rather money's worth—the other is honour. With the master, however, service must be its own reward. In the prime of life, and the full vigour of his intellect, the master has reached the maximum of success, and he is morally certain, that no zeal he may afterwards evince, will be of any avail in procuring him advancement. The stimulus to extraordinary exertion being thus wanting, who can wonder that the system exercises a depressing influence—that the energy which, with a fair field for its exercise, would have been of inestimable public value, becomes a curse to its possessor, and preys upon him. For to suppose that an officer, whose qualifications and services are so superior and important, can be thus systematically degraded and made, as it were, “the hewer of wood, and drawer of water,” to a more favoured, but not more deserving, grade, without its being deeply felt, is simply a fallacy. Assuredly it is impolitic in the last degree thus to check or depress in any grade of our noble naval service, the tone of chivalrous feeling—that honourable and refined sensitiveness which is particularly obnoxious to coldness and neglect, and whenever I notice the dismissal of a naval master for drunkenness, or for any other vice which betokens a loss of self-respect, I cannot help believing that his fall is, in part, to be referred to that system of which he, unfortunately, is made the victim. And let the utilitarian consider what the loss of one such man is to the country after he has been fitted by education and practice to do good service.

The master who may have served in war and grown grey headed in the service, is constantly doomed to see the stripling he has, perhaps, taught his first lesson in seamanship, or to work his first example in navigation, assuming his rank as his superior, and this reversal of position is too often exercised with little regard to the feelings of the disappointed man. No master, keenly alive to the disabilities of his rank, ever joins a ship without considering himself a mark for the petty feelings of those who, by accident of private influence, are placed above him, and yet, many of the men thus exposed without any practicable means of redress, are, in the naval quarterings of their ancestors, and in personal bearing and efficiency, immeasurably superior to those who are thus able to lord it over them, furnishing an apt illustration of the wise man's picture “Truly I have seen servants upon horses, and princes walking as servants upon the earth.” When at times the relative position of the master is less open to objection in this respect, (and it is readily admitted that this is sometimes the case), it simply arises from the character of those he associates with, being superior to the drawbacks to which the service has condemned him. Can we, while regarding such a system, feel surprised that the masters are gradually losing that spirit of energy and perseverance which at one time distinguished them, and that they are dissatisfied to a man? Can we fail to sympathise with the feelings of the old officer, who, when touching upon Sir Joseph Yorke's practical commentary upon the order of 1803, remarked in the anguish of his spirit “here it will be seen that it has all along been determined to chain us to the stake that was driven for us in 1803,” or wonder at the declaration of the worthy and gallant author of the “Battles of the British Navy,” who served for nine

years as a midshipman of the masters' grade, that "he could judge of the feelings of others by his own, which he perfectly remembers to have been those of indifference or despair."

Some of the inconsistencies connected with the rank are also worthy of note, for it has been observed "that the rank of master is an anomaly in the service, and it is an established rule of good policy that all anomalies should be got rid of." As one instance, we often find that the master and second master (the next in rank of his own class) are one day placed as the judges of the fitness or unfitness of an officer for the performance of the duties of a seaman and a navigator, and on the following are commanded by the very officer whom they had thus examined. One more example:—Some years ago, three lads of the same stock, two of them being brothers, and the third a relative of theirs, entered the navy in the master's line. After becoming acquainted with their exact position, two of them, one while in the service, and the other after quitting it for the merchant service and then re-entering, managed to obtain the rating of midshipmen. All three afterwards manfully and honourably strove to do their best, and they performed good service, but with what different results;—the two who left the master's line are captains, while the one who remained is a master, and so he must continue, bitterly reflecting upon his want of foresight in not having followed the example of his companions.

I have thus answered the query—"How it works?"—the test applied by Englishmen to decide upon the merits of every scheme. Truth is said to be the first requisite in a companion, and it is truly so in the case of a writer, on account of the wider sphere of his influence: every statement in the foregoing remarks respecting the master's position, *may immediately be substantiated*, and I conscientiously believe there is no candid officer thoroughly acquainted with the naval service, who will not admit the accuracy of the picture I have drawn, or whose memory will not readily supply him with abundant illustrations of its truthfulness.

I trust I have shown that the retention of the rank of master after the navy had passed the period of its infancy, and when time and circumstances have rendered it no longer necessary, is inimical to the best interests of the service, inasmuch as its direct effect is to lead all the junior officers, who in turn are to be our captains and admirals, to neglect the practice of the theoretical knowledge they have acquired—practice which can alone ensure that efficiency upon which the safety of their country mainly depends—beside being morally pernicious to the whole body of executive officers—to those who are not immediately exposed to, as well as to those who suffer from the injustice I have described.

In a concluding section I will submit what appears to me to be the only proper and efficient remedy.

SECTION III.—THE REMEDY.

REFORM, to be useful, must be neither more nor less than the occasion requires, if it be intended for the more harmonious working of things other-

wise good in themselves, a partial reform may be all that is necessary, but if it be desirable to get rid of that which, *in its very nature*, is radically evil, then any reform which stops short of its removal, is a mere "shifting of the cards," and may have the effect of adding to the evil intended to be dealt with.

I am of opinion, therefore, and I doubt not that others who have made themselves conversant with the subject will agree with me, that nothing less than the entire and immediate abolition of the rank of master will prove an effectual remedy for the evils I have pointed out as accruing from its existence. Delay in re-organising the executive class would be productive of no advantage, and it is manifestly to the public interest to prevent the loss of a day in upsetting the present system, which is *rotten to the core*, and ensuring the efficiency of that arm of defence, on which we may have to depend at a moment's notice. In carrying out this organic change for the benefit of the service, care must, however, be exercised to reconcile the claims of the masters with what has hitherto been a sort of prescriptive privilege of the other section of the executive; also, that while we remove the evils of the present system, we carefully retain the good. Thus, as an essential result of the change, whoever is charged with the navigation of our ships, must, with undiminished responsibility attaching to him, possess those habits of carefulness, and that trained experience, which are qualities more chiefly confined to the master, but which should be common to all, so as to insure in every vessel officers qualified to take immediate charge of the navigation and pilotage.

It would be a hopeless task to endeavour to sketch out a plan which would be equally acceptable to all parties concerned, but still I believe it practicable to devise a scheme for the general good, that should not press unduly upon individuals. What I propose, therefore, is to merge the masters in the other executive lists, upon the principle of their making a present sacrifice, as regards sea time, for the prospective advantage they would enjoy in their having the door of promotion thus thrown open to them.

Upon referring to the Navy List of February, 1856, as the only one at hand that will serve my purpose, as it gives the dates of the respective commissions of each officer, I find the average rate of promotion of the 393 captains then on the effective list, to be represented by a period of rather less than nine years between the date of lieutenants' and commanders' commissions, and of seventeen years between the former date and of obtaining post rank—periods embracing full and half-pay, or active and inactive service indiscriminately. With this as a guide, I would transfer masters with proportionate amounts of *actual sea service* to the captains' and commanders' lists, and the remainder to the lieutenants' list (the officers with whom masters now rank), but the masters taking their places on the lieutenants' list according to the dates of their commissions. In the same way, second masters would become mates, and master's assistants midshipmen, taking their relative places in the order of their respective terms of service. The full and half-pay of the present occupants of the lieutenants' list should be

increased to a certain extent, as they would be placed at a partial disadvantage by an increase to their number.

The transfer being thus effected, there should afterwards be a navigation officer in every vessel, on the same principle that there is now a gunnery lieutenant, and the following rule should be carried out without the slightest infringement. Every executive officer should be obliged to serve one year as navigating mate—two years as navigating lieutenant, and one year as navigating commander. We should thus insure every officer before arriving at the rank of captain, having four years' actual practical experience of the important duties now performed by masters. The masters who were transferred to the several lists would, of course, still conduct the navigation of the vessels they were appointed to, and by the time they died off, another class of officers would have arisen, fully equal to the performance of their duties.

The foregoing suggestions are merely offered as a rough draught from which to elaborate a complete scheme, for it forms no part of my plan to fill in rigid details, but to submit principles, and such a change would evidently require the most careful consideration to reconcile all interests, and to hit upon that just mean which would be generally accepted as a compromise between extreme rights. Thus, for example, the introduction of masters to the commanders' list would apparently add to the drawbacks which this class had too much reason to complain of, but then, the employment of two commanders in ships of the higher class, and of one of those officers in all our ships commanded by a captain, would nearly double the chances of employment that they have at present—in the same way, the introduction of masters to the lieutenants' list may, at first sight, be considered a detriment to those officers, but then, the accession, at the most, would bear but a small proportion to the number of lieutenants, and the masters' list being abolished, would insure more employment for the former officers. Besides, the pay of a lieutenant can never be materially increased while there are masters in the service, for as promotion to the higher grades is attainable by the former officer and not by the latter, and as it would be unreasonable for lieutenants to expect both honour and money too, there must, in common justice, always be a considerable difference of income in favour of the master.

I am aware, that apparently despairing of an efficient remedy being applied it has been proposed by the masters themselves to retain a distinct grade chargeable with the navigation, but rising in the scale of promotion, and graduating in rank with the other officers; I am, however, of opinion that such a sliding-scale system would not work in practice, and that all the evils which now exist would still be perpetuated, but only under another form.

By some such simple plan as that sketched out, a practical acquaintance with the masters' duty would be extended throughout the whole executive grade—we should obtain an ample supply of first-rate navigators and self-reliant seamen, as every officer would then learn to depend upon his own judgment and experience instead of upon those of the master, and thus

would every captain have the guarantee, not only of his own increased efficiency, but that if sickness or accident deprived him at any time of the services of his navigating lieutenant, or commander, as the case might be, he could immediately supply his place, without detriment to the safety of the vessel, or to the requirements of the service.

To say that mates and lieutenants cannot immediately qualify themselves for the performance of the master's duty is an insult, and one which they ill deserve, for among them are to be found, in large proportion, men equal to their predecessors in every respect save one only—that practical qualification which, after all, was the main secret of our success in former days. If second masters and master's assistants, though now principally confined between decks, qualify themselves to take charge as masters, mates and lieutenants might surely do the same. One set of men, practically speaking, is as good as another, and there is nothing special in the master's acquirements which opportunity and practice will not account for and explain. Do away with the obstructive grade, and I feel satisfied there would quickly be found a sufficient number of officers duly qualified for the performance of the duties in question, and as time went on, professional knowledge would be extended, and the navy would be regenerated and restored to that degree of excellence which existed in the days of its greatest splendour.

To any one who doubts that such an effect would be produced, I would point to results already worked out, and which are patent to us all. I think I am correct in stating that, England is the only country which now employs a master in its naval service. In the French and other navies, some of which, as the American and Russian, may be supposed to have been originally modelled upon our own, there is no such officer, and the duty, which with us devolves upon the master, is either discharged by the captain, by a lieutenant, or by the senior passed midshipman. In the French navy, for instance, the navigation is conducted by the captain; in the American service, by the senior passed midshipman; while it is customary for the captain in the Dutch navy, of his own authority, to apportion lieutenants for the performance of certain duties, of which navigation is one. The way the system works, is shown in one instance by a circumstance which occurred but the other day.—A French vessel of war was taken by the officer in command into Yarmouth harbour, notwithstanding it is anything but an easy place to get into, and it then transpired that the French officers are expected to do the duty of pilots upon the English coast. The editor of the local paper, in alluding to the circumstance, said it was a feat which would scarcely be attempted by an English vessel. *Let us be warned in time, lest, while hugging old systems, depending upon our prestige, and neglecting the experience which others are turning to account, we may one day find that sceptre of the seas, which has hitherto been our pride and boast, slipping for ever from our grasp.* The want of seamanship, for instance, displayed by the lieutenants of the watches in the collisions, a year ago, among the vessels of the channel squadron, ought to be instructive, affording, as it does, a practical commentary upon what I have advanced.

It is necessary here to guard the public against misapprehension. A great deal is said just now of all that is being done in preparing naval cadets to become our future Nelsons. We hear, for example, that in addition to the liberal elementary education they are to acquire in the scholastic ship at Portsmouth, embracing, amongst other subjects, a knowledge of navigation, of charts, and of nautical surveying, they are to cruise in a sea-going vessel in the channel for three months, for practical instruction in seamanship and navigation, a process which, it is supposed, will ground them in the essentials of their profession. But what does all this amount to?—what will it avail though the youngsters be stuffed, and made, as it were, “admirable Crichton’s” in theory, *if the custom of the service* prevents their afterwards bringing this knowledge into practice? If there were no masters in the navy, such a course of training would be exceedingly valuable, but as matters at present stand, it is putting the country to expense for no advantage whatever, and it leaves untouched the evils which have been passed under review.

(*To be continued.*)

MATCH BETWEEN ALARM AND CAMILLA.

At the late Royal Thames Yacht Club Schooner Match a challenge was given and accepted for a race between these crack vessels for £100, to be decided at the Isle of Wight during the month of July; and it was since arranged that Tuesday, the 30th, should be the day, and the course—from Cowes Roads, to the eastward, round the Warner, thence returning down the Solent, passing to the northward of the Calshot Light-vessel and Buoys of the Brambles, thence round a mark vessel below Egypt, and back to Cowes. This would have been an excellent course had the wind been to the northward and westward, as it would have given each yacht an opportunity of displaying her qualities in each tack. We had made preparation to report the result in this Number, but up to a late hour on Saturday all the information respecting the “event” that we could glean was, that the match had been postponed until the R.Y.S. Regatta week, and some disappointment was evinced. The Alarm was then at Southampton, and the America (for as such she is better known to us) was at Portsmouth, having been cruising about the Solent to “stretch her new canvas,” she having had a new suit of sails by Lapthorne. Among the many other rumours afloat was, that the crew of the America had struck work, and left the yacht on Sunday, owing to some disagreement, and refusal to work on Sunday; and another report was, that it was the wish of the members that the match should be deferred. However, on Monday forenoon the yachts returned to Cowes Roads. During the afternoon we ascertained from “head quarters” that the match was postponed until Monday next, August the 5th, by mutual consent. We are, therefore, prevented from furnishing our yachting friends with any particulars of what will no doubt prove an

interesting race. Whatever may be the result, our readers must bear in mind that the *Camilla* of 1861 is not the *America* of 1851. There is not that slippery and piratical appearance about the craft which struck every one, and almost semi-paralysed the lookers on at her first arrival; probably the eye has become somewhat accustomed to the many transitions between the old and new schools which have since been introduced to the yachting fleet, which may account for the difference in appearance.

RANELAGH YACHT CLUB MATCH.

THE entries for the first below-bridge match of this club closed at the clubhouse, Swan Tavern, Battersea Bridge, on Wednesday evening (July 24th), and were as follows:

Spray, 5 tons, G. Haines, Esq.; Little Vixen, 5 tons, J. Gardner, Esq.; Jessica, 9 tons, I. Pick, Esq., Rear-Com.; Giraffe, 6 tons, D. G. Hatcher, Esq.; Rover, 7 tons, W. W. Limbert, Esq.; May Fly, 4 tons, W. Roe, Esq.; Atalanta, 4 tons, F. Talfourd, Esq., Commodore.

The course will be from North Woolwich to Rosherville and back to Erith, and the prizes, two massive Silver Cups, the gift of William Bogget, Esq., Commodore. The steamer *Fairy*, with a military band on board, will accompany the match, leaving the Hungerford Pier at 10h. 30m. a.m., and calling at the Swan Pier, London Bridge at 10h. 55.

REGATTAS AND MATCHES.

- Aug. 1.—Torquay Regatta.
 1, 2.—Goole Regatta.
 2.—Well-next-the-Sea Regatta.
 6.—Royal Squadron Regatta.—Prince Consort's Cup.
 6.—Royal Southern Yacht Club Regatta.
 6.—Great Yarmouth Regatta.
 6.—Lyme Regis Regatta.
 6.—Royal Southern Regatta.
 6.—Royal Yacht Squadron—commences.
 8.—Norfolk and Suffolk Yacht Club Match at Oulton.
 12.—Hastings Regatta.
 13.—Royal Victoria Yacht Club Regatta commences at Ryde.
 15, 16.—Swansea Regatta.
 19.—Teignmouth Regatta.
 19.—Weymouth Royal Regatta.
 20, 21.—Royal Western Yacht Club and Port of Plymouth Royal Regatta.
 22.—Paignton Regatta,
 22.—Royal Boston Yacht Club Regatta.
 27.—Dover and Cinque Ports Regatta.
 28.—Royal Welsh Yacht Club Regatta.

TO CORRESPONDENTS.

All communications to be addressed to the Editor 6, New Church St., N.W.

HUNT'S YACHTING MAGAZINE.

SEPTEMBER, 1861.

ALARM AND AMERICA.

A MATCH between these celebrated yachts has for a long time been looked forward to with considerable interest. The event of Monday, August 5th. created almost as much excitement as was manifested in 1851 on the first appearance of the *America* in our waters.

From that period a thorough remodelling of the old school has taken place. Up to that year the *Alarm* built upon the lines of her owner (Joseph Weld Esq.,) was the fastest cutter yacht afloat, and, owing to the success of the *America*, Mr. Weld was induced to lengthen his cutter and convert her into a schooner. Ever since her alteration in 1852 she has maintained her reputation against almost everything she has contended with.

This match was originally fixed to take place on the 30th of July, but owing to the Goodwood races occurring that week it was postponed to the 5th of August, the day previous to the Squadron's Regatta. The day at length arrived, and the number of spectators who flocked to witness the start, as well as the 84 vessels of every description—from the Royal Yacht with her illustrious freight down to the humble pilot boat which accompanied the match, was sufficient testimony of the interest and excitement which prevailed.

Our correspondent availed himself of the kind invitation of G. R. Stephenson, Esq., R.Y.S., and took passage on board the steam packet Medina (Captain Yorke) which he had specially hired for his family and friends to follow the yachts round the course.

The following course was adopted:—The yachts to start from off the R.Y.S. castle, thence proceed round the Warner Light Vessel, thence to the northward of the Calshot Light Vessel, passing to the northward of the Brambles, outside all the buoys of the Brambles, thence round a Mark vessel moored off Egypt, thence to pass between the Station vessel and the Castle, twice round. N. B.—All the buoys and mark vessels to be left on the port hand if the yachts start to the eastward, and on the starboard hand if the start be to the westward. To go outside the Noman Buoy.

At early dawn there was a light breeze from the southward, which as the hour approached for the start, got round to the southward and westward, and continued steady throughout. The two yachts took up their buoys at an early hour, the Alarm to the northward and the America near to the Castle. There they remained for some time by themselves, like two suspicious-looking craft, ready for any daring exploit.

At 10h. 55m. the signal was hoisted at the Club semaphore, and the preparatory gun, five minutes before the start, was fired. The yachts' crews, with their loosened sails, were in motion, the halyards were immediately manned, and everything hauled taut. At 11h. the start was effected. America had her mainsail up in a crack, and was the smartest underway. Feeling the effect of a balloon jib, she was the first to draw out. In a few moments her sails were set, and she ran through the Roads under foresail, mainsail, balloon jib, and a small main-topmast staysail. The huge canvas of the Alarm required more time, but she was soon close upon her port quarter. Both yachts had their staysails down. In this manner they passed through the Roads.

At 11h. 13m they were off Old Castle Point, here the Fairy, with the royal standard at the main, was observed steaming out of Osborne Bay, and took up a position so that the yachts could pass on either side of her. The America was here leading by only a length, and in this manner they continued across the bay for about a mile. Off King's Quay the America shewed symptoms of greater speed, and increased her distance by a good cable's length—by some judged

to be half a mile. There was now a splendid breeze with smooth water, and the *America* slipped through it without a ripple.

At 11h. 40m. they were *nearing the Quarantine Ground, when the Alarm luffed up with the intention of passing between the America and the shore, and becoming the windward vessel. This seems to have been quite unheeded by those in charge of the America, and the Alarm passed the America on her starboard quarter, and her sails for a minute or so were consequently becalmed. Shortly the Alarm drew in advance of her by about a length.** On passing Ryde Pier the Alarm led by 30s.; the time being Alarm, 11h. 50m. 5s.; America 11h. 50m. 35s. Between Ryde and the Sandhead the wind dropped a little, and the canvas of both yachts dropped also. Both now hauled their fore-staysails down; again they caught the breeze, and at 12h. 5m. the Alarm set her staysail, and shifted her jib for a smaller one, and prepared to round the Noman.

On passing the Noman Buoy we timed them as under:—

		h.	m.	s.			h.	m.	s.
Alarm.....	.....	12	14	15	|	America.....	.....	12	15 45

The former having gained on the latter another minute in their run from the pier. The breeze again freshened as they approached the Warner Light Vessel, and the Yankee dowsed her gaff-topsail; the Alarm struck her fore gaff-topsail, and prepared to round the limit of her course to the eastward, whereas the America continued on with her balloon sails, which were frequently lifting. They tacked round the Light Vessel as follows:—

	h.	m.	s.		h.	m.	s.
Alarm	12	14	15	|	America	12	25 50

shewing a steady gain of 2m. 20s. from the Motherbank, where the superior judgment of John Nicholls was manifested. They now jibed over and laid their course on their return to the westward, the wind steady at W.S.W., fresh breeze. At 12h. 33m. the America took in her balloon-jib, to effect which they had to luff her up—why that operation was not done before rounding the Warner was a surprise to every one on board the steam packet. While this was going on the Alarm was walking away at a splendid rate, steadily increasing her distance.

At 12h. 37m the America prepared to shift her balloon topsail, and in attempting to haul the sail down it got adrift, halyards and

* The lines in italics form the ground work of our illustration.—ED.

sheet let go, and the sail hung suspended at the gaff-end, the jib shaking all the while. At length in the attempt to haul the gaff-topsail down, it got adrift and bellied out as a back sail suspended in mid-air by the out-hauler and halyards; at length it appeared that those on board endeavoured to abandon the sail altogether, and the tack was let go, but some how or other, the end got jammed in the sheave, and it was not until after a lapse of eleven minutes that it was cut or let go altogether. Before the America appeared to have recovered herself the Alarm was reaching away through Spit-head. At 12h. 50m. she was off Stokes Bay; at 1h. p.m. she tacked towards the island, and in a few minutes afterwards housed her fore-topmast and worked to windward, in order to round the Calshot Light Vessel.

All doubt about the result was now at an end. The America at 12h. 50m. after losing her gaff-topsail, took in her main-staysail and struck her topmast; she was now a long way astern, and the breach might be counted by miles. At 1h. 30m. the Alarm tacked in the fairway, carrying with her the strength of the ebb in working to the northward and westward to round the Calshot vessel, which was effected at 1h. 36m. 55s. by the Alarm, and at 1h. 52m. 50s. by America.

It was now thought by all on board that the America was recovering herself, having dispensed with her English jib, and was working down under her three sails with topmast housed. The flood had made, which was against them while working to the westward: at length they rounded the flag-boat off Lepe thus:—

	h.	m.	s.		h.	m.	s.
Alarm	2	15	35	|	America.....	2	33 35

From hence they bore away, and passed Cowes Castle, completing the first round of the course as under:—

	h.	m.	s.		h.	m.	s.
Alarm	2	30	20	|	America.....	2	48 40

When the Alarm completed the first round, the America had not reached the western mark boat.

The second round of the course was proceeded with under similar circumstances, and as the match was virtually at an end it caused scarcely any further interest, and eventually they completed their course by arrival at the goal as follows:—

	h.	m.	s.		h.	m.	s.
Alarm.....	5	54	5	|	America.....	6	31 10

Alarm being the winner by 37m. 5s.; she was beautifully handled throughout, and great praise is due to her skipper for the tactics he displayed. We cannot say as much of the America, and we cannot look upon this race as any criterion of her powers.

Mr. Weld and his captain, John Nicholls, have now achieved a triumph which they have long desired—some years back before the America was altered by English hands the Alarm could have been backed for 1000 sovereigns against her—(this the Editor H.Y.M. knows for a certainty.) Since the America first came over in 1851, she has been shelved, and when we saw her in Northfleet dockyard with only a portion of her copper removed we never expected to see her again afloat, she was rotten to the core. Mr. Pitcher having become her proprietor, steps were taken to rebuild her with sound timber, and we hardly think there is much of the original wood in her present composition; but, however the form was preserved, sad innovation has been made in her spars and sails,—her foremast was shortened six feet, mainmast five, her topmast and main-gaff lengthened, her sails made of hemp instead of cotton; whilst the principle of lacing the sails along the boom has been superseded by balloon sails—in addition to which the handling of her was far inferior to the conqueror, which might be expected from a crew principally, it is stated composed of men who joined her for this occasion; and consequently were unable to get her into that trim which was required for this great match.

In 1851 the Alarm was a cutter, she has been altered by her veteran owner, with great ability, no doubt with an expectation of some day being matched against the world-renowned Yankee.

The glory of this victory has been shorn of much of its triumph by the above facts,—we regret they were not pitted against each other before the America had been re-built. However, the masterly manner in which the celebrated John Nicholls brought his pet to the goal of his ambition will be a matter of nautical history for future generations to talk of.

In our Illustration our Artist friend, Mr. Fowles of Ryde, has taken them when passing the Quarantine Ground, with Osborne, Her Majesty's marine residence, and Norris Castle in the distance.

ROYAL YACHT SQUADRON REGATTA.

ON TUESDAY, the 6th of August, the regatta of this noble club began, and as far as wind and weather were concerned, never did we witness a more congenial opening. The first race was for the Prince Consort's Cup, which was open to all cutters belonging to the club, upon the following conditions :—those above 75 tons were classed as 75 tons, those below 75 tons were allowed three-quarters of a minute per ton; and the tonnage was decided, not by O.M., but by the rule of the Royal Thames Yacht Club, still we will give the O.M. tonnage, as the club did not make known the other. Only three yachts entered, viz.:—

Numbered as in Hunt's Yacht List for 1861.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
32	Arrow.....	cutter	102	T. Chamberlayne, Esq.	Inman.
738	Osprey	cutter	59	Col. W. R. Huey	White, E.C.
109	Brunette.....	cutter	70	A. H. Davenport, Esq.	Ratsey.

The course from off the R.Y.S. Castle, thence proceeded round the Warner Light-vessel, thence to the northward of the Calshot light-vessel, passing to the northward of the Brambles, outside all the buoys of the Brambles, thence round a mark-vessel moored off Egypt, thence to pass between the station-vessel and the Castle, twice round.—N.B. All the buoys and mark-vessels are to be left on the port-hand if the yachts be directed to start to the eastward, and on the starbord-hand if the start be the westward. Yachts always to go outside the Noman buoy.

The gun for starting was fired at 10h. 30m., at which time there was a splendid breeze from the S.W. to W.S.W., which continued steady throughout the day. The Brunette was the outside vessel, and was the first to lead off. Her canvas was set with alacrity, followed by her old antagonist, Osprey. The Arrow was some time getting her huge main-sail set, but no sooner were her sails hoisted than she was after her opponents; although the sternmost vessel in passing through Cowes Roads. When clear of the same the Brunette hauled over to the island—the weather shore, and kept the lead for some distance, but before passing Ryde the Arrow had overhauled and passed them both, and became the leading yacht in the match. The following is the time and order of passing the pier :—Arrow, 11h. 46m. 15s.; Brunette, 11h. 46m. 45s.; Osprey, 11h. 47m. 45s.

The Arrow, in her run to the Noman buoy, had the outside berth, but when near the buoy took the inside. The breeze had now freshened,

but remained steadily at W.S.W. Before reaching this mark the Osprey took the second place, and the buoy was passed as follows :—
Arrow, 12h. 22m. 16s.; Osprey, 12h. 22m. 45s.; Brunette, 12h. 26m. 9s.

From thence they steered for the Warner, and in their run from the Noman they made preparations to round the Warner light-vessel. The Arrow shifted her balloon jibs for a smaller one, but carried her topsail, and the light-vessel was rounded as follows:—Arrow, 12h. 41m. 10s.; Osprey, 12h. 41m. 36s.; Brunette, 12h. 44m. 7s.

They severally jibed over, and laid their reach on their return to the westward as far as Stokes Bay, from whence they made several tacks under the north shore to weather the Calshot light-vessel, which was passed as followed :—Arrow, 1h. 43m. 45s.; Osprey, 1h. 49m. 0s.; Brunette, 1h. 53m. 30s.

Arrow from hence kept her reach for a few minutes to the northward, then went about, and during that manœuvre shifted her topsail. After passing the light-vessel the yachts had a dead beat round the west channel to round the western mark-vessel, and on passing Eaglehurst the following was the position of the yachts:—Arrow, 2h. 3m. 0s.; Osprey, 2h. 8m. 30s.; Brunette, 2h. 12m. 0s.

The contest seemed to lay between the Arrow and the Osprey, which latter had to receive from the Arrow an allowance of 9m. 45s., and from the Brunette 5m. 15s., the Arrow allowing the Brunette 4m. 30s. They continued their course to the westward with a splendid breeze and smooth water, and the western flag-boat was rounded as follows:—Alarm, 2h. 20m. 0s.; Osprey, 2h. 24m. 10s.; Brunette, 2h. 29m. 30s.

From hence they had flowing sheets to the Castle, which was passed in the following order:—

			h.	m.	s.				h.	m.	s.
Arrow	.....	.....	2	35	10		Brunette	.....	2	46	50
Osprey	.....	.....	2	42	0						

This completed the first round, and during the remainder of the race no difference occurred except that Brunette, after rounding the Warner, was not timed, and the match finished as follows :—

	h.	m.	s.		h.	m.	s.
Arrow	5	59	0	Osprey	6	15	20

By the official record we find that

The Arrow had to allow Brunette	4m. 34s.
" " " Osprey	9m. 45s.
The Brunette had to allow Osprey	5m. 15s.
Result—Actual beat	16m. 15s.
Allowance	9m. 45s.
Regulated beat	6m. 30s.

Considering that in 1859 the Brunette beat the Osprey after a hard contest, it is clear that great alteration has taken place somewhere.

This Arrow is really a wonderful vessel; she was designed and built by Mr. Weld nearly thirty years ago, and she was, until beaten by the Marquis of Anglesea's Pearl, the champion vessel. After her defeat, Mr. Weld designed and built the cutter (now schooner) Alarm, about twenty-five years ago, when the Arrow was discarded, and was laid up on the mud for years, when Mr. Chamberlayne bought her and had her newly planked, and subsequently lengthened. Since that, the Arrow has been winning cups with almost invariable success against all comers; indeed, the only cutter afloat which could be backed against her is Mr. Weld's last production, the Lulworth.

Wednesday, 7th.—The Annual Dinner came off at the Castle, which was, as usual, liberally patronized.

Thursday, 8th.—This was the great Cup day for her Majesty's gift to the club; and at an early hour the appearance of the weather was anything but cheering.

This season her Majesty's gift was appointed to be sailed for by schooners of the R.Y.S. above 100 tons, the measurement to be taken according to the rule of the Royal Thames, and from the entries of such noble craft, great interest prevailed. The official card presented the following entries:—

Numbered as in Hunt's Yacht List for 1861.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
21	Aline	schooner	216	Capt. C. S. A. Thelluson	Camper
13	Albertine	schooner	156	Lord Londesborough	Inman
7	Alarm.....	schooner	241	J. Weld, Esq.	Inman
392	Galley of Lorn	schooner	280	Marq. of Breadalbane	Swedish

With regard to the mode of measurement, it will be seen, on comparing the O.M. with that of the R.T.Y.C., there is but a slight difference between the Aline and Albertine's tonnage, but the Alarm was thereby a gainer by 10 tons, and the Galley of Lorn 8 tons. The difference is to be accounted for in the lines of each vessel. The Galley of Lorn was the Swedish Aurora Borealis, the other yachts are too well known to our readers to need further remarks. The intended hour to start was fixed at 10h. 30m., but owing to the bad weather, it blowing half a gale of wind from W.S.W., the Alarm did not get to her station, and was obliged to let go her anchor a few cables' length to the eastward, forming a very crooked line. Thereupon the committee, finding delays dangerous, sent off to the Alarm, and ordered that on the start-

ing-gun being fired she should remain at her moorings till the other yachts had got clear of her; at 11h. 4m. a.m., the preliminary gun and signal having been duly made, the starting-gun was fired. Five minutes afterwards the yachts slipped from their bridles and were away, with the exception of the Alarm. The Albertine had an excellent start, and was the smartest under canvas, which in a great measure may be attributed to her being the smallest vessel. She canted to the southward, and the Aline in the opposite direction. On passing through Cowes Roads they got their canvas set; the Albertine was the first to set her main-gaff-topsail. She was followed outside by the Galley of Lorn, and at a short distance by the Aline. The Alarm let go as soon as this last vessel had passed her, and went in pursuit of the others: a few minutes afterwards we descried something wrong with the Galley's mainsail; it appeared that the throat had given way and split, or the "through bolt" had drawn. The gale continued, and the yachts were soon out of sight from Cowes, but having despatched to Ryde our mate to take observations as to the progress of the yachts to the eastward, we were enabled to continue our log, and on the yachts passing Ryde pier to the eastward they were timed as follows:—

	h.	m.	s.		h.	m.	s.
Albertine	11	45	50	Alarm	11	46	43
Aline	11	46	52	Galley of Lorn.....	11	47	2

The Albertine had both her topsails set, and a reef down in the mainsail, the Aline under her topsail, and the Alarm with both topsails struck, and with apparently double-reefed mainsail, and a reef in her foresail. Upon nearing the Sandhead, the Albertine luffed up and took in her topsails; Aline, on her starboard quarter, luffed up also, and shot ahead, and passed her, and became the leading vessel. The whole fleet were soon lost sight of, owing to the driving rain and thick weather; the wind as they opened the East Channel became more southerly. We could not see them on passing the Warner, and they were not observed again until about noon on their return, when we made out the Alarm to have the lead, followed by Aline, Galley of Lorn, and the Albertine the last. On passing in a line with Ryde Pier, on their port tack, standing for Stokes Bay, we timed them as under:—

	h.	m.	s.		h.	m.	s.
Alarm	12	30	33	Albertine	12	33	28
Aline	12	31	19	Galley of Lorn.....	12	33	37

Having made a good lay over to the north shore they worked to the westward to weather the Calshot light-vessel, which, after a few tacks, they effected, but it was impossible to time them with precision. On their standing across the Solent, carrying with them the ebb under their

lec, they passed the Castle, and tacked to the northward and westward, until they were enabled to round the Lepe flag-boat, which they safely effected through a chopping sea in the West Channel; from hence they bore away before the gale for Cowes, and completed the first round of the course as under :—

	h.	m.	s.		h.	m.	s.
Alarm	1	28	50	Galley of Lorn	1	35	25
Aline	1	32	40	Albertine	1	37	10

The second round of the course was pursued in similar order, and under the same condition of wind and weather, with the exception that the rain ceased, and the sun struggled hard to show himself. On their return to the eastward they passed Ryde in the following order :—

	h.	m.	s.		h.	m.	s.
Alarm	2	0	55	Galley of Lorn	2	8	0
Aline	2	5	2	Albertine.....	2	11	0

On nearing the Noman they all struck their topsails, and prepared to haul round the Warner, which was done as under :—

	h.	m.	s.		h.	m.	s.
Alarm	2	28	9	Galley of Lorn	2	38	0
Aline	2	32	16	Albertine.....	2	40	48

In this order they returned to the westward, working against a strong gale, with the ebb tide, however, in their favour; passing Ryde pier in similar order, the Alarm still gaining upon the fleet; and on rounding the flag-boat off Lepe we timed the Alarm at 3h. 48m., and exactly 10 minutes in her wake the Aline followed her. From hence they bore away for the goal, which they reached in the following time and order :—

	h.	m.	s.		h.	m.	s.
Alarm	3	58	15	Galley of Lorn	4	17	50
Aline	4	9	6	Albertine.....	4	25	30

The Alarm winning the Cup, after deducting the time she had to allow to her opponents, which was—to the Aline 5m. 45s., and 21m. 15s. to the Albertine. The Galley of Lorn had to allow Alarm 6m. 1 Aline 9m. 15s., and Albertine 27m. 15s. The Aline had to allow Albertine 18m. There was a large concourse of spectators present at the Castle and the parade to witness the result. Among the mishaps which came to our knowledge during the day are the following :—The Commodore's new felucca-rigged boat started to the eastward with the yachts, but had only just cleared the roads when her foremost gave way at the partners, and the mast, which held on by the jib halyards, was lowered in safety. The misfortune was observed by those on board the royal yacht; a boat was immediately despatched to her and took out Lord de Grey, and the Elfin was then despatched, took the yacht in

tow, and conveyed her in safety to the harbour: about the time for the start, the Galatea, in turning to the westward, fouled the Dolphin yawl, starting boat, carried away her bowsprit and mizenmast, and did other damage to the little yacht, and frightened the "ship-keeper," who, seeing the bows knocked in, declined to risk having his brains knocked out, and abandoned his little charge, took to his punt, and made for the shore. It was some time before the schooner got clear. In another instance, when the yachts in the above match were passing Ryde, about 3 p.m., the schooner Cissy was under way proceeding to her moorings, when she fell athwart hawse of the America, and carried away bobstay, with other damage.

Friday, 9th.—This day was appointed for the R.Y.S. prize of 100 sovs. to be sailed for, when a strong entry was made; viz.:—Audax, Enid, Chrystabel, Aline, Thought, Alarm, Phasma, Arrow, and America, but in consequence of the noted A's mustering so strong, the other yachts were doubtful of proceeding; in fact, it was considered they would have no chance, and during the previous afternoon some of the cutters were withdrawn. The usual hour of starting, 10h. 30m., on the Friday, not a yacht was at the station; and the hour passed, still no sign, but at length the dreaded cracks declared not no start, and then the following came to the starting place, viz.:—

Numbered as in Hunt's Yacht List for 1861.

No.	Names of Yachts	Rig.	Tons.	Owners.	Builders.
156	Chrystabel	cutter	43	H. Kennard, Esq.	Aldous
294	Enid	cutter	55	F. Scovell, Esq.	Wanhill
769	Phasma	cutter	36	E. Saunderson	Ratsey

At 12h. 30m. they got underway, Chrystabel with the lead, Enid second, with Phasma well up. There was a strong breeze blowing from the eastward to W.S.W., with a nasty chopping sea, such weather, indeed, as to prove the abilities of the respective crews, and the strength of the yachts' cordage.

At 1h. 45s. the Enid was descried under the north shore, whence she tacked to the southward—the Chrystabel still keeping the lead; at 2h. 20m., off Lepe, the Chrystabel carried away her bowsprit, which mishap seems to have been expected by many lookers on, as in passing through Cowes Roads she was observed to plunge fearfully. Notwithstanding her crippled state, she carried on with every confidence; and although the Enid became the leading vessel during the remainder of the first round, the Chrystabel eventually regained the pride of place. Having rounded the mark-vessel off Newtown, which could not be timed

with precision, one yacht (which afterwards proved to be the Enid) was observed to keep away for the north shore, whereas the Chrystabel and Phasma were pursuing their course, on their return to Cowes, under the island, the whole of them staggering along under their gaff-topsails. The vessels at length hove in sight of the Castle, and as the Enid reached across the Solent to cut off the Chrystabel, it appeared doubtful to every looker-on whether such would not be the case, and for a few minutes all was suspense and anxiety, until the yachts completed the first round of the course by passing between the station-vessel and the Castle, as under:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.		
Chrystabel ...	3	44	10	|	Enid	3	44	30	|	Phasma.....	3	54	24

On passing the Castle the Chrystabel luffed to the shore, to prevent the Enid covering her, which she attempted to do by closing on her weather, but this was frustrated, and the Enid was near "smelling the mud." She lost a minute or two by the manoeuvre. The second round of the course was now proceeded with, but such was the thick misty weather which prevailed that there was no important feature to be observed until the return of the yachts from the eastward, which was about 5h. 20m., when the Chrystabel was made out to be still the leading vessel, and at 5h. 23m. she passed the castle on her course to the westward. The Enid being a couple of miles to leeward, and just 13 minutes astern of her antagonist, while the little Phasma was 10 minutes in the wake of the Enid, which latter lowered her mainsail and gave up all further pursuit; at 6h. 15m. the Phasma bore up from the west channel, and the Chrystabel was left to finish the course by herself, and became the winner of the prize on her return, which took place at 7h. 14m., and with this match terminated the Squadron's regatta; at 4h. 30m. While the above match was going on, the Panther lugger yacht, belonging to the Earl of Southampton, was towed into the harbour with the loss of her foremost.

Enid, had to allow Chrystabel	1m. 10s.
" " Phasma	5m. 15s.
Chrystabel " Phasma	4m. 40s.

The Chrystabel received the prize.

The R.Y.S. ball was numerously and fashionably attended. In fact, the amusements of the week have been highly satisfactory. Some observations having appeared in *Bell's Life* relative to the expediency of the Arrow and Alarm giving up racing in future. Mr. Chamberlayne has addressed a manly straightforward letter to that Journal, which we have inserted in the "Editor's Locker," as we deem it too valuable to be lost in the columns of a newspaper.

ROYAL VICTORIA YACHT CLUB REGATTA.

TUESDAY, August 13th.—The opening of this Regatta was on this day, the weather was different from the past week, for it was now beautiful summer, with a steady breeze from nearly one point throughout the week.

The prize offered for the first race was 100 sovs. in plate for the first vessel, and 10 sovs. for the second. Open to cutter and schooner yachts belonging to any Royal Yacht Club. Time race, half Ackers' scale—cutters were entered at their fair O.M. tonnage and schooners at three-fourths of their tonnage. The following were entered:—Arrow, Alarm, Thought, Phasma, Audax, Chrystabel and America.

At the time (10h. 30m.) appointed for starting, it was palpable that something was wrong ; for the only yachts at their stations were Arrow, Audax, Chrystabel and America, Alarm being at anchor off the Pier. all kinds of rumours were afloat, to which little attention was paid. Our own opinion was, based upon the past doing of Mr. Weld, that the Alarm would not sail, as she would have to give Arrow 23 minutes ; whilst America would have to give Arrow 13 minutes. However, if such was the case, Mr. Weld kept his own counsel, and was thus spared such a voluntary confession ; inasmuch as the smaller cutters absolutely refused to sail with Alarm. The match for £100, as originally intended, consequently fell to the ground, and an attempt was then made to divide the sum into two prizes of £50 each, to be sailed for simultaneously by the two schooners in one class, and the five cutters in another class. Here a host of other objections were started : Alarm proposed to give America 6m., America at first demanded 9m. 30s. as offered to her by Alarm at Cowes on the Friday, but subsequently agreed to take 7m., in consideration that the course of to-day was shorter than that proposed on the Friday. Then the other cutters stood out against the Arrow sailing ; amidst these vexatious disputes, "time was on the wing;" and as far as the public knew to the contrary, there seemed afloat to be "Much Ado about Nothing," for there was great passing to and fro of boats between the Committee vessel and the yachts.

Proposition No. 2 also fell to the ground: another move was then made to get up a match among cutters, and ultimately the following handicap was agreed to :—

Arrow to allow Audax.....	13m. 0s.
" " Enid	17m. 0s.
" " Chrystabel	20m. 0s.
" " Thought.....	27m. 0s.
Enid to allow Chrystabel	3m. 0s.
" " Thought.....	10m. 0s.
Chrystabel to allow Thought	7m. 0s.

Numbered as in Hunt's Yacht List for 1861.

No.	Names of Yachts	Rig	Tons	Owners	Builders.
52	Arrow.....	cutter	102	T. Chamberlayne, Esq.	Inman
973	Thought.....	cutter	27	F. O. Marshall, Esq.	Hatcher
156	Chrystabel.....	cutter	43	H. Kennard, Esq.	Aldous
57	Audax.....	cutter	59	J. H. Johnson, Esq.	Harvey
291	Enid.....	cutter	55	F. Scovell, Esq.	Wanhill

At 11h. 6m. Thought took up her station, and at 11h. 30m. Enid (a post entry) entered the lists; after this long and wearisome delay, the start was effected at 11h. 50m., America remained riding at her hawser for some time after. The course was outside the Noman, round the Nab, thence to the west buoy of the Middle, and back to R.V.Y.C. station—twice round. We noticed a great improvement in the regulations, namely, mainsails were allowed to be set before the starting gun was fired ; thus relieving the crews of much dangerous and unnecessary labour in getting underway.

As a general rule, it is a fallacy to award praise to vessels because they are canvassed first ; inasmuch as the smaller craft, having less weight of sails and gear and less hoist, are nearly sure to be off first, as was the case here. Presently, Arrow slipped ahead ; but, off Appley, Chrystabel outrun her, and inspired the hope that she would be the victor of the day. Arrow run ashore on the edge of the bank at Sandhead and dragged for some time, Enid drawing upon her, and Chrystabel leaving her further behind ; but the flood tide quickly relieved her. Thought was on the weather of Audax ; the latter struck balloon jib and luffed to pass, but Thought held her own. They hauled round the Noman:—

	h.	m.	s.		h.	m.	s.
Chrystabel.....	12	7	23	Thought.....	12	9	50
Arrow.....	12	8	42	Audax.....	12	10	8
Enid	12	9	40				

After passing the buoy, Chrystabel gathered in her main sheets, and Arrow's balloon jib seemed to draw better than hitherto, not hanging so much at the sheets. Halfway between Noman and Warner Chrystabel's balloon jib sheets snapped asunder or broke adrift, which caused her to veer to leeward ; all was quickly made taut again, but in the meantime Arrow was closing upon her. Audax passed Thought as they met the strong southerly puffs out of Brading Haven ; and soon after Arrow took in balloon topsail and went on a long time without one. Chrystabel made no change in her sails, but all the others prepared for the backward course, when they would be close-hauled. Arrow passed

Chrystabel midway between the Warner and Nab, and having again obtained the lead, kept it throughout the match. Prior to tacking round the Nab, Arrow shifted her balloon for a small jib and set small topsail. They rounded on the starboard hand thus:—Nab.

	h.	m.	s.		h.	m.	s.
Arrow.....	12	32	2	Audax.....	12	34	10
Chrystabel.....	12	32	45	Thought.....	12	36	5
Enid	12	33	30				

The Enid *a la* Yankee, tried the experiment of rounding the mark and coming on a wind with balloon jib ; before reaching the Warner, however, she discovered her mistake, but not until the Audax had got the weather gauge of her, so when in a line from Ryde to Portsmouth Harbour Audax took the third place. On passing Ryde Pier for the westward, their relative position and time stood thus :—

	h.	m.	s.		h.	m.	s.
Arrow.....	1	22	45	Enid.....	1	30	15
Chrystabel.....	1	26	50	Thought.....	1	38	35
Audax.....	1	29	10				

It was, therefore, once more proved that, great as are the excellencies of those small craft of the Thought class when in rivers, such as the Thames, Southampton, &c., they cannot successfully compete in an open tideway against powerful craft of the Arrow class, even with a fair allowance of time. The course as sailed from the Nab to the western buoy of the Middle, was a long board on the port tack till off Cowes; then a short one on the starboard tack, when they rounded thus:—

	h.	m.	s.		h.	m.	s.
Arrow	1	50	45	Enid.....	2	3	30
Chrystabel.....	1	59	45	Thought.....	3	9	30
Audax	2	2	15				

Ballooners again became the order of the day, and with sheets eased off they flared before the wind for Ryde; and as each yacht except the stern-chaser, gradually improved its position over its rival, there was no room left for speculation, consequently all interest in the finale gradually evaporated.

The first round was completed as under:—

	h.	m.	s.		h.	m.	s.
Arrow	2	15	30	Enid.....	2	30	40
Chrystabel	2	26	20	Thought.....	2	38	15
Audax	2	28	40				

The difference in time between the first and last vessels was 22m. 45s. and the difference in distance from Ryde to Sea View. On nearing the Noman Arrow set a smaller foresail, and as she hauled more to the wind her balloon jib filled better, and she tore away at a tremendous rate. Chrystabel for what reason we cannot guess, did not set balloon

jib, so she went along very evenly, but not “slick” enough to improve her position, as will be seen by the time they passed the Warner:—

	h.	m.	s.		h.	m.	s.
Arrow	2	28	12	Enid.....	2	55	50
Chrystabel... ..	2	51	2	Thought.....	3	4	30
Audax	2	53	29				

Thought at this point shewed symptoms of fatigue by taking in top-sail, and then retired from the contest. Audax appeared overcrowded with canvas, and on nearing the Nab was not above imitating the brewer’s horse, and “turning her head where her heels ought to be,” and sailing on her chain plates instead of her keel. Arrow kept away for a few seconds, and shifted jibs. They tacked round for the last time at the Nab thus:—

	h.	m.	s.		h.	m.	s.
Arrow.	2	55	5	Audax.....	3	11	7
Chrystabel	3	8	55	Enid	3	13	28

In the backward turn, Arrow shot up and got in sheets, and after passing Noman made all snug for the reach to the westward; Chrystabel and Audax took in topsails on nearing the Warner; after passing Noman and hauling upon Sandhead, Audax and Chrystabel took down a reef in their mainsails, and set jib-headed topsails. Enid kept balloon topsail and large jib set the whole board, and seemed to labour and heel very much. Nothing more did we observe worth recording, until the extreme western point was reached the last time round, namely:—

	h.	m.	s.		h.	m.	s.
Arrow	4	6	20	Audax	4	30	0
Chrystabel.....	4	25	45	Enid	4	32	15

We furnish these times as near as we could get, for in the line of sight where we were perched several vessels were at the period crossing and recrossing, and shut out our view; still we know we are near to correctness. With flowing sheets, all now steered for the goal; and although a stern chase is a long chase, and not over pleasant to those engaged in it, especially when there are no fluctuations to cause excitement, the match had many points of interest to lookers-on; but the apparent certainty of the result capsized those vain speculations which make up the major part of all sport. They were timed at the finish

	h.	m.	s.		h.	m.	s.
Arrow.....	4	35	40	Audax.....	5	5	10
Chrystabel.....	4	58	45	Enid	5	10	10

Arrow won the first prize and Chrystabel second.

Wednesday 14th.—The annual dinner was held at the club-house, when Thomas Chamberlayne, Esq., the Vice-Commodore (in the absence of the Commodore, G. H. Ackers, Esq., through illness) occupied

the chair, supported by upwards of fifty members and friends. The usual loyal toasts were given ; and after the chairman's health had been enthusiastically drunk, he said " he would take that opportunity of stating that when the commodore wrote to him, requesting him to take charge of the conduct of the regatta, in consequence of his being unable to attend through illness, he replied to him that he would willingly do so, and that he would enter his own vessel in every race for which she was eligible, in order to increase the sport; but he found, unfortunately, that he had been rather a marrer of sport than otherwise, and he was sorry that he sailed in the race at all. There had been an alteration made in dividing the vessels into classes, and he did not like then to withdraw his vessel, or it might have borne the appearance that he did not approve of those alterations, which he did not wish. Under any circumstances, he should not have started had he not found the Alarm and the America entered for the prize, and such being the case, the smaller vessels would have had but little chance of succeeding against those racing vessels. Still, having won the prize, he would make it by giving next year a prize himself of a similar amount, to be contended for under regulations he would produce at the proper time. He mentioned, amongst them, that he wished to see yachts sailing in their usual sea-going trim, without any removal of fixtures or furniture. He saw no reason why gentlemen should not enter their vessels in the same condition as they were when going abroad with their families, and should be glad to see vessels merely built for racing done away with altogether. He would also propose that next year a competent person should first examine all yachts to see that they were in their usual sea-going trim; and if any were found not to be so they should not be allowed to start." (Loud cheers.)

Several other toasts were given, amongst which was the health of the worthy secretary, Capt. Helby.

Thursday, 15th.—A prize of the value of 50 sovs. for the first vessel, and 10 sovs. for the second, open to all cutters belonging to the club. The same course and regulations as on Tuesday. The following yachts entered :—

Numbered as in Hunt's Yacht List for 1861.

No.	Names of Yachts.	Rig.	Ton.	Owners.	Builders.
739	Thought.....	cutter	27	F. Ord Marshall, Esq.	Hatcher
	Wave	cutter	25	Capt. Aytoun	
57	Andax	cutter	59	J. H. Johnson, Esq.	Harvey
156	Chrystabel	cutter	43	H. H. Kennard, Esq.	Aldous

At 10h. 20m. the gun fired, and the craft canted round to the southward for the round to the Nab, all having jib-headed topsails set; shewing there was more wind in the offing than on shore. Indeed, at the start the wind was off the land, about S.S.W., with a thick driving mist. In a few minutes the yachts were obscured, but as they went out of sight Thought was leading, Audax next, then Wave, and Chrystabel in the rear. In fact, the latter yacht was not underway for full five minutes after the others, so we booked at first only three yachts in the race, but when the mist cleared away we found Audax and Thought had changed places, and that the former was leading when they passed the Nab, and the Chrystabel wrested third place from Wave. Simultaneously Wave's jib sheet snapped, when the tack was cut away and the sail blew aft, skyward; and after wrapping round the mainsail dabbled in the waves before being recovered. She lost way over this mishap, but a smaller jib was soon and smartly set. Chrystabel next overhauled Thought, and shoving her bowsprit over Thought's boom, generously passed on her lee: at Sandhead, Chrystabel made a short board inshore, to shun the east-going tide, but did not gain much by the manœuvre. They were thus settled down in the order they afterwards kept, passing the R.V.Y.C. station:—

	h.	m.	s.		h.	m.	s.
Audax	11	57	0	Thought	12	7	25
Chrystabel	12	5	0	Wave	12	12	0

The wind had died away, and veered more to the eastward; so Chrystabel shifted small for large topsail, Thought crawling up on her weather during the time; and all of them made a short reach inshore: at this period it was doubtful which would be the winner, although from the state of the poll at the end of the first round the Audax had the race in hand. But the light airs favoured her dangerous opponents. Betting throughout had been in favour of Thought, but no odds could be got, so we did not hear of much business being done: as they scudded away eastward, under ballooners, their speed was great; and on opening the land, and hauling for the Noman, Chrystabel doused balloon-jib and set a small one; Thought had a reef down. They tacked round the Nab:—

	h.	m.	s.		h.	m.	s.
Audax	2	8	30	Thought	2	19	40
Chrystabel	2	13	2	Wave	(nowhere)		

In the turn back from the Nab to the Noman, Chrystabel improved her position two minutes, as the log will show:—

	h.	m.	s.		h.	m.	s.
Audax	2	34	55	Thought	2	46	50
Chrystabel	2	38	20	Wave	3	6	2

Soon after this, Wave withdrew, and ran to her moorings off Ryde. The others made a series of tacks along the edge of the sand, down to Humphrey's Hole, as the wind was light and the tide adverse. Audax was still leading by 5m. 30s. and 9m. 15s. respectively, which was not enough. The match was now very interesting and exciting. Chrystabel set large topsail, and afterwards seemed drawing on Audax, Thought holding her own.

Nothing more noteworthy occurred amongst the cutters, until, under a crowd of canvas, they were flying before the wind, and began to approach the goal. Then speculation was rife, uncertainty wetted the appetite for gaining, and the most cross-handed bets were made.

According to the official statement they finished the match as follows:—

	h.	m.	s.		h.	m.	s.
Audax	4	33	25	Thought	4	42	46
Chrystabel	4	35	52	Wave didn't save time.			
				Thought received from Audax		15m.	15s.
				Chrystabel		9m.	25s.
				Chrystabel received from Audax.....		9m.	50s.
				Thought won by { 9m. 54s. over Audax.			
				{ 2m. 31s. over Chrystabel.			

Chrystabel won second prize by 7m. 24s. over Audax.

A protest was entered against Thought by Chrystabel on the ground that the start was effected before the time agreed to on the previous night, which had been altered (by whom?) from 10h. to 11h., consequently when the preparatory gun fired at 10h. 15m., Mr. Kennard, who was ashore, could not get on board (as required by the rules) in time for the start at 10h. 20m. He proposed that the two vessels should sail the course over again. However, it appears the committee decided in favour of Thought.

The Schooner Match for yachts belonging to the Royal Victoria, for a prize of 50 sovs. for first vessel, and 10 sovs. the second, without limitation of tonnage, came off also on Thursday, when the following started:—

Numbered as in Hunt's Yacht List for 1861.

No.	Names of Yachts.	Rig.	Ton.	Owners.	Builders.
756	Le Reve	schooner	40	Lieut.-Col. Evelyn	Thomas
21	Aline	schooner	216	Capt. Chas. Thullusson	Camper
	Evangeline.....	schooner	20	Capt. Hawkes	

The Zouave was entered, but owing to some objection she was withdrawn. The dissimilarity in size of the yachts created some amusement. The course was the same as the cutter match—time race according to Ackers' scale.

They started at 11h. 50m., exactly half an hour after the cutters had gone on their course. There was a fresh breeze from S.W., with a driving mist and rain, the Avalanche leading, Aline second, closely waited on by Le Reve. As they neared the Warner a slight glimpse was caught of them, when they had changed places, the Aline being first, Le Reve second, and Evangeline third, the former leading by 7m., which she increased so much that by the time the first round was completed she had distanced Le Reve 41m., and Evangeline 56m. What from the want of interest in the match, the unpleasant weather, and the waiting their appearance now and then, the whole was a tedious affair, and not worth saying more than the time of completing the match was

	h.	m.	s.		h.	m.	s.	
Aline	4	50	14	|	Le Reve.....	6	37	0

The former received the first prize, value 50 sovs., the other 10 sovs.

Friday was devoted to boat racing and other aquatic amusements, with a ball at the club-house in the evening.

Saturday.—The annual general meeting, particulars of which are not received.

QUEENSTOWN YACHT CLUB REGATTA.

THIS Club was founded in 1859, and on January 4th, 1860, received the Admiralty warrant, authorizing the use of the Red Ensign, with a lion rampant on a green shield in the union, and a rampant lion in the fly, each bearing a sprig of shamrock in the right paw. The officers then were Vice-Commodore W. D. Seymour; Treasurer and Secretary, J. Hammond; and in the present year Sir J. Arnott, M.P., was elected Commodore, Capt. H. H. O'Bryen, Vice-Commodore.

The regatta was held on the 27th and 28th of June, under the patronage of the Right Hon. Lord Fermoy, Lord-Lieutenant of the County; Rear-Admiral Talbot, Commander-in-Chief on the Irish Station; Commodore Sir John Arnott, M.P.; Vice-Commodore Henry, H. O'Bryen, and the members of the club. The stewards who superintended the starting and timing of the various races were Sir W. Hackett, Capt. W. D. Seymour (who also officiated as hon. treasurer and secretary), Vice-Commodore O'Bryen, Joseph Wheeler, Capt. Parker, and John Dawson; and to the energetic and efficient discharge of the duties entrusted to these gentlemen the entire success of the meeting is due.

First Day.—The morning broke forth with great promise of a delightful day, and the harbour was soon in active preparation for the forthcoming event.

The race was for a Purse of 100 sovs., open to yachts of all rigs, of 10 tons and upwards, belonging to recognized yacht clubs, or the New York Yacht Club; a time race, half Ackers' scale, and below that half a minute per ton. A little before twelve o'clock the following vessels came to the starting buoys :—

Numbered as in Hunt's Yacht List for 1861.

No.	Names of Yachts	Rig.	Tons	Owners	Builders.
738	Osprey	cutter	59	Col. R. W. Huey	White, E. C.
57	Audax	cutter	59	J. H. Johnson, Esq.	Harvey
871	Sibyl	cutter	38	Sir J. Arnott, M.P.	Wheeler
*	Avalanche	cutter	48	J. Wheeler, Esq.	Wheeler
603	Lurline	cutter	41	J. C. Atkins, Esq.	Wanhill

The gun to go was fired at 12h. 53m. The Sibyl and Avalanche were away first ; but the Osprey, watching like a true sea eagle, made her swoop at once, and ranged up beam and beam with the dangerous Sibyl, the Audax close up to her quarter, and the Lurline abeam to leeward. The Avalanche began to astonish her competitors by forcing the running down through the man-of-war roads at a rate that seemed as like a challenge to win as anything in creation : at 1h. 25m. the Audax ran through the Sibyl's lee and took third place ; the breeze was nice and fresh, and it was as pretty a race as ever we witnessed. It was plain that nautical skill and talent was afloat in exactly five directions, and that of no mean order. Out, past the lighthouse of Roches point they swept like a flock of sea gulls, the Avalanche leading well, Osprey second, Audax third, Sibyl fourth, and Lurline fifth. With a fresh nor'-wester they carried their booms on the port hand down from the western flag-boat, which they all jibed round in the following order and times :—

	h.	m.	s.		h.	m.	s.
Avalanche	1	44	30	Sibyl	1	46	45
Audax	1	45	30	Lurline	1	47	15
Osprey	1	45	45				

The Osprey began with her " Falls of Niagara " engine, and soon her sails assumed the dull brownish hue that indicated a profusion of damp. Sibyl drew on the headmost vessels, and the Lurline drew rapidly on the Sibyl's weather quarter. Nearing the southern flag-boat it was in balloon jibs, all the vessels being beautifully handled. It was a perfect

* The Avalanche is a new yacht, launched since the publication of the Yacht List. She is a very fine-looking vessel, and great things are expected from her.

picture to watch this manoeuvre, the rapidity with which it was executed in a strong breeze. The southern boat was rounded in the following order and times :—

	h.	m.	s.		h.	m.	s.
Avalanche	2	6	30	Sibyl	2	10	0
Audax	2	7	45	Lurline.....	2	10	0
Osprey.....	2	8	30				

Well hunted for every ship, and nobody's race up to this point. The Lurline hauled up sharp on the wind, and made a gallant burst through the Sibyl's lee immediately after rounding this boat, taking fourth place. At 2h. 20m. the Audax and Osprey collared the Avalanche, the Audax leading. The Audax shifted her big topsail, the Osprey going along as upright as a church. The Lurline left the Sibyl fast, and went up hand over hand with the leading vessels. Closing the eastern flag-boat the Osprey collared the Audax, and it was rounded in the following order and times :—

	h.	m.	s.		h.	m.	s.
Osprey.....	2	30	0	Lurline	2	32	15
Audax	2	30	10	Sibyl	2	33	20
Avalanche	2	30	20				

After rounding this boat the Lurline ran through the Avalanche's lee in a wind, shifted her square for a jib-headed gaff-topsail, and began to walk up wind in a manner decidedly suspicious; all made a long board across the bay on the starboard tack, the Osprey holding a splendid wind, and boldly declaring to win. They were now in two lines—the Osprey, Lurline, and Avalanche to windward, the Audax and Sibyl on a line to leeward: at 3h. 11m. 45s. the Osprey tacked to starboard and laid up for the man-of-war roads; at 3h. 12m., the Audax; at 3h. 15m. 45s., the Lurline; and at 3h. 19m. 55s., the Sibyl. There was not any further change of consequence, the Osprey steadily holding her lead turning up wind. The times at the flag-ship were as follows, Greenwich time :—

	h.	m.	s.		h.	m.	s.
Osprey.....	4	12	20	Lurline	4	28	0
Audax	4	14	47	Sibyl	4	29	55
Avalanche	4	24	0				

The second race was for a Cup, value 20 sovs., for vessels not exceeding 15 tons. For this only two vessels started, viz.:—Fairy, cutter, 12 tons, G. Howe, Esq.; and Zuffa, cutter, 10 tons, A. Hargraves, Esq.

The gun for the start fired at 2h. p.m., and the Fairy went away joyously with the lead, anticipating victory, but the Zuffa ploughing away very quietly in the rear did not lose sight of the favourable moment, and shortly after rounding the Spit rushed to the front, and astonished the

“good people” by winning easily, with plenty of time in hand—Zuffa, 4h. 16m. 15s.; Fairy, 4h. 23m. 25s.

Various minor sailing matches and rowing matches took place in the evening, and a very fine display of fireworks from the Club Quay made a most appropriate finish to the evening amusements. A large party of yachtsmen dined at the club-house in the evening, Vice-Commodore O'Bryen in the chair, ably supported by W. D. Seymour, Esq. Upon the Queen's health being proposed by the gallant chairman, a salute of twenty-one guns was fired from the club battery.

Friday, the second day, was not so fine as the previous; it was squally and showery, but still a grand sailing day—wind at W.N.W. to N.W., veering and hauling. Much interest was evinced from the fact that the American was entered to contend in the schooner race. The prize was a handsome chronometer, value 40 guineas, presented by W. D. Seymour, Esq., to which the club added a purse of 80 sovs., to be sailed for by schooners. The following vessels comprised the entry :

Numbered as in Hunt's Yacht List for 1861.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
562	La Traviata	schooner	85	W. D. Seymour, Esq.	Blackie
267	Echo	schooner	66	Hon. C. H. Smyth	
1026	Urania	schooner	140	W. Wise, Esq.	Ratsey
128	Camilla	schooner	215	H. E. Decie, Esq.	Steers

As we made it, the starting gun was fired at 1h. 30m., Greenwich time. La Traviata took the lead in gallant style, closely followed by the American. The Urania and Echo got, unfortunately, foul ; but with admirable smartness they were speedily got clear, and hard upon the tracks of their flying antagonists. Shortly after rounding the Spit Lighthouse the American set her main-topmast-staysail, and rapidly overhauled and passed La Traviata, and the Urania passed the Echo. In very much the same order the remainder of the course was performed, the American endeavouring in vain to shake off her determined little foe, La Traviata; the latter was uncommonly well handled, and beating up to the flag she astonished some who had pinned their faith on the windward qualities of the famous Yankee crack. One thing, however, must be said on her behalf, she had only just arrived from the Savannah, and a long cruise to the West Indies, and consequently was not in the same order as La Traviata. The enthusiasm displayed at the little Irish schooner beating the world-renowned clipper, that Royalty had deigned to visit, from the fame of her performances, was something to

be witnessed, and we believe had the good folks ashore got a hold of Capt. Seymour's son, by whom La Traviata was sailed, they would have chaired him on the spot. The American was very sluggish in stays in the narrows, and here La Traviata made the most play with her. Their times at the flag-ship were :—

	h.	m.	s.		h.	m.	s.
Camilla	4	13	0	Urania	4	28	40
La Traviata	4	14	3	Echo	4	31	5

By the terms of the handicap, the Camilla had to allow La Traviata 10 minutes, the latter vessel thus winning by 8m. 57s.

The second race was for a Prize of 25 sovs. For this the following vessels entered :—

Numbered as in Hunt's Yacht List for 1861.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
321	Fairy	cutter	12	G. Howe, Esq.	Hennessy Wanhill Wheeler
1676	Zuffa	cutter	10	A. Hargrave, Esq.	
86	Bijou	cutter	12	R. D. Kane, Esq.	
361	Flirt	cutter	19	H. H. O'Bryen, Esq.	
	Pembroke	cutter	11	T. P. Boland, Esq.	

The Bijou was prevented by weather arriving in time. Upon the gun being fired the Flirt alone started, and walked over the course.

There were several other minor sailing matches, as also rowing matches, between beachmen, men-of-war's boats, &c.; and a rowing match between the Lee and Cork Harbour rowing club terminated in the race being ordered to be re-rowed on Monday evening, July 1st.

A most excellent regatta was concluded by a convivial meeting of yachtsmen in the evening, when health, prosperity, and success was drunk, with three times three, to the young club, and a high and well-deserved compliment paid to the officers and stewards.

ROYAL IRISH YACHT CLUB REGATTA.

ACCORDING to ancient custom the Royal Irish took the management of the regatta in Kingstown harbour this year—the Royal St. George's doing the honours last year, and each alternate year.

At an early hour on July 16th all was astir on board the craft entered for the several races. As the morning advanced a fresh breeze sprung up from N.N.W. Capt. Heathcote, of her Majesty's ship Ajax, put his ship in full holiday attire. About half-past ten o'clock the piers and

jetty began to fill, and every succeeding down train showed that the half-hour trains would not do much longer, and that quarter-hour trains should be provided for the accommodation of the crowds who had been cooped up by the wet weather, and who sought to enjoy the first fine day they had had for a week. It was blowing a fine stiff breeze as the yachts entered for the first and second races stood “hove short” with their main and gaff-topsails set. It would be hard to describe anything more charming than the appearance which the harbour presented as the gun “start” was fired from the Badger for the prize—

A piece of Plate, presented by the Royal St. George’s Yacht Club, value 50 guineas, open to all yachts belonging to members of royal yacht clubs—a time race. The following yachts started :—

Numbered as in Hunt’s Yacht List for 1861.

No.	Names of Yachts.	Rig	Tons	Owners	Builders.
871	Sibyl	cutter	38	Sir J. Arnott, M.P.	Wheeler
430	Glance	cutter	35	A. Duncan, Esq.	Hatcher
738	Osprey	cutter	59	Col. R. W. Huey	White, E.C.
57	Audax.....	cutter	59	J. H. Johnson, Esq.	Harvey
294	Enid	cutter	55	F. Scovell, Esq.	Wanhill
	Avalanche	cutter	47	J. Wheeler, Esq.	Wheeler
835	Rowena	cutter	59	J. S. Hills, Esq.	Fife
147	Chance	schooner	72	J. Richardson, Esq.	Simons
297	Æolus	cutter	57	C. T. Couper, Esq.	Fife

The Æolus, the fear of all her rivals, took the lead, closely followed by the Sibyl and the Osprey, and by the rest that stood close together. On bearing down to the flag-boat off the Mugglins, the Sibyl got ahead and to windward of the Æolus, and rounded the Kish Light in advance. The wind, which now freshened on the flood, went round to S.W., and tried the merits of the several vessels to the utmost. The sudden shifting of the wind put the windward craft to the leeward, and reversed their order. The Audax, which had last rounded the East-bay buoy, was a long way in advance. She stood to the southward, and put round the flag-boat at the mouth of the harbour, as did the other boats, in the following time and order :—

	h. m. s.		h. m. s.
Audax	2 21 30	Rowena	2 37 0
Osprey.....	2 27 21	Chance	2 45 20
Glance	2 28 20	Sibyl	2 48 10
Enid	2 32 30	Æolus	2 50 0
Avalanche	2 35 10		

The schooners Rowena and Chance did admirably, when it is considered that they were pitted against the fastest “fore-and-afters” in

the world. It was a sight that would do a sailor's heart good to see all the vessels running down in one long line on the port tack, after having taken in their small and set their balloon-jibs: as the Sibyl was passing the East pier light, and was doing her work well in her favourite weather, she carried away her weather cross-tree. The Audax increased her distance, and after a well-fought battle the several vessels came to the finish in the following time and order :—

	h. m. s.		h. m. s.
Audax	5 11 24	Avalanche	5 24 35
Osprey.....	5 17 27	Æolus	5 28 10
Enid	5 21 27	Chance	5 40 46
Glance	5 22 24	Rowena	5 52 51

The Audax was declared the winner; and an allowance being made for difference of tonnage, the Glance was assigned second place.

The next race was a prize of 30 sovs., open to members of royal yacht clubs of 40 tons and under; time race; the course fifteen miles; twice round :—

Numbered as in Hunt's Yacht List for 1861.

No.	Names of Yachts	Rig	Tons	Owners	Builders
603	Lurline	cutter	38	J. C. Atkins, Esq.	Wanhill
857	Secret	cutter	33	T. D. Keogh, Esq.	Wanhill
942	Surprise	cutter	20	R. Johnson, Esq.	Hansen
973	Thought.....	cutter	27	F. O. Marshall, Esq.	Hatcher
172	Coolan	cutter	28	G. Robinson, Esq.	
769	Phasma	cutter	34	E. Saunderson, Esq.	Ratsey
	Storm	cutter	36	J. Graham, Esq.	Fife

The gun was fired for starting at 12h. 30m., when the Thought took the lead, followed closely by the Lurline and Phasma, with the other well up; a severe struggle took place, and some excellent seamanship displayed. The Lurline gained first place, having over-paced the saucy Thought, but yet not sufficiently to gain the prize. The race was ended thus :—

	h. m. s.		h. m. s.
Lurline	3 11 40	Coolan	3 21 52
Thought	3 13 33	Storm	3 26 22
Phasma	3 14 27	Secret	3 35 44

The above will give our readers some idea of the excellence of the sailing. The Thought received the prize by time.

A purse of 10 sovs., open to all yachts belonging to members of royal yacht clubs of 15 tons and under; one minute time for difference of tonnage :—

Numbered as in Hunt's Yacht List for 1861.

No.	Names of Yachts	Rig.	Ton	Owners.	Builders.
85	Bijou	cutter	11	R. D. Kane, Esq.	Wanhill
	Ripple..	cutter	12	D. Fulton, Esq.	
613	Magnet	cutter	12	E. J. Bolton, Esq.	Holden
250	Dove	cutter	12	T. D. Keogh, Esq.	
1062	Virago	cutter	11	J. A. Lyle, Esq.	

On the signal being fired, away all the small ones went like a flock of wild sea-larks, the Dove leading, followed by the Ripple, Magnet, Virago, and Bijou, all in a cluster, The Ripple soon disengaged herself and took a good lead, which she increased every moment. The little fleet had to go the Fingal Course twice, and at the end of the second round the Ripple was so far in advance that the race appeared to be hers to a certainty; but there is no certainty in yacht races, no more than in horse races. The Magnet began to gain on her rivals, and came in the winner. She was built a short time since by Holden, of Kingstown. The following is the time and order of arrival :—

	h. m. s.		h. m. s.
Magnet	5 52 53	Ripple	5 44 11
Virago	5 41 44	Bijou	5 45 55
Dove	5 42 5		

This, like the preceding, was a well-contested race; and in fact, throughout the day there was every excitement a yachtsman could desire. The first day was finished with rowing matches, for which we have not space. There was a grand display of fireworks in the evening.

Second Day.—This was admirably adapted to try the weatherly qualities of the yachts, and the skill, daring, and address of the crews. The wind rose at W.N.W., but gradually went round to the southward, and settled at S.S.W., from which point it blew a genuine “sneezer.” No less than ten of perhaps the fastest vessels in the world of their rig and tonnage were entered for the “blue ribbon” of the regatta—the 100 guineas—and all from an early hour were preparing for the contest in which even to lose was not inglorious.

A Purse of £100; open to all yachts belonging to the royal yacht clubs; a time race.

For this the Osprey, Æolus, Audax, Enid, Sibyl, Lurline, Avalanche, Glance and Secret all went admirably together; with the exception of Enid, which had to tack after she had cast off her moorings. The Avalanche led out, followed by the Glance, the rest in close attendance, with the exception of the Enid, which was considerably astern. On rounding

East Pier the fleet stood out to the flag-boat at the mouth of the harbour, rounded it on the port hand, and bore down, close hauled, for the flag off the Mugglins. The nine clippers now careened beneath the pressure of canvas, which buried them in foam as they dashed along on their course; the Sibyl and Æolus now rushed in front, but the Osprey, from her superiority in tonnage and her power in heavy weather, took up the running as the vessels bore away from the Kish Light. In addition to the strong breeze which was blowing, heavy squalls came down from the southward that blackened the sea like ink, and as these bursts of wind caught the yachts they could be seen in the distance, "gunwale under," still carrying their gaff-topsails. From the point in which the wind was blowing none of the vessels had to sail "on a wind" until they rounded the Burford Buoy, but when they did topsails became formidable customers to the smaller craft, and indeed, in some instances to the larger vessels. The Osprey, Enid, Audax, and Avalanche stood under theirs manfully, but the weather becoming every moment heavier, several of the yachts' gaff-topsails had to be taken in and topmasts housed.

The beat up from the Burford to the East-bay buoy was most exciting. The Osprey rounded first, and stood down some distance in advance of her eight rivals on the starboard tack for the flag abreast of the harbour, which they left on the port hand as they proceeded on their second course round. They passed the flag in the following order :— Osprey, Æolus, Audax, Sibyl, Avalanche, Enid, Lurline, and Secret, their sails showing that they had caught it outside. Before arriving at the flag the Glance carried away a portion of her standing rigging, and had to give up the race and return to harbour. On the second course round a tremendous squall broke over the bay at about one o'clock. The yachts heard something to their advantage as they were approaching the Kish Light for the second time. The squall was accompanied by a heavy shower, the only one that fell during the day. The wind continued to freshen during the flood, and the second beat up from the eastward was even more exciting than the first. The vessels weathered the East-bar buoy, and stood down in gallant style for the harbour mouth flag-boat, which they rounded, and beat into harbour to the finish, which was as follows :—

	h.	m.	s.		h.	m.	s.
Osprey.....	3	57	21	Sibyl	4	10	25
Æolus	4	2	47	Lurline	4	10	50
Audax	4	4	1	Avalanche	4	13	21
Enid	4	8	10	Secret	4	25	47

Thus ended a race that will be long remembered by all nautical men who witnessed it, as one of the best contested naval peaceful combats that ever took place on any waters between the most famous of combatants. The Osprey, soon after coming to her moorings, ran up her burgee above her racing flag, which showed to all that she had been declared the winner.

A Purse of 50 sovs. was presented by the Dublin and Wicklow Railway Company, for schooners and luggers belonging to any royal yacht club—time race. The following came to the start :—

Numbered as in Hunt's Yacht List for 1861.

No.	Names of Yachts.	Rig	Ton.	Owners.	Builders.
32	Amy	schooner	69	J. Barrett, Esq.	Fife
147	Chance	schooner	76	J. Richardson, Esq.	Simons
239	Diadem	schooner	118	J. W. Cannon, Esq.	Wanhill
835	Rowena	schooner	69	J. S. Mills, Esq.	Fife

This match was anxiously looked on, as the weather was well suited for testing the qualities of the vessels entered. A grand treat was anticipated, and in this respect no disappointment took place.

The Amy took a slight lead out of the harbour, attended by the Rowena, Diadem, and Chance. On the run down to the eastward, it was blowing a grand schooner breeze, and the first-named vessel gained considerably on her opponents. The Diadem now began to feel that she had the weather she wanted, and she showed in front, and increased her distance to the conclusion of the race. The Chance soon showed signs that she had not the remotest part of her namesake in competing with the Amy or the Rowena—two of the fastest schooners afloat of their class. The Diadem increased her distance every moment, but the evenness of the contest between Amy and the Rowena was of the most pleasing and exciting character. After a splendid race they came in as follows :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.		
Diadem	4	55	57	|	Rowena	5	13	26	|	Amy	5	16	24

The Diadem, after allowing time for difference of tonnage, was declared the victor.

The next race was for a Purse of 30 sovs., open to yachts belonging to any royal club of 30 tons and under—time race. The following entered :—

Numbered as in Hunt's Yacht List for 1861.

No	Names of Yachts	Rig	Ton	Owners	Builders
357	Fingal.....	cutter	22	E. Gowan, Esq.	Fife
	Ripple.....	cutter	12	D. Fulton, Esq.	
86	Bijou	cutter	11	R. D. Kane, Esq.	Wanhill
54	Atalanta.....	cutter	27	N. Arnold, Esq.	Marshall
973	Thought	cutter	27	F. O. Marshall, Esq.	Hatcher
1065	Vivid	cutter	25	Swettenham & Hone	Fife
172	Coolan.....	cutter	28	G. Robinson, Esq.	

The weather was now in its most boisterous mood, and it needed no ghost to tell that the small craft had no chance. The Fingal led, waited on by the Thought; the others well together. The long course being reversed for this race, the vessels first bore up for the westward, when Coolan fouled the Atalanta and carried away a portion of her mainsail, which rendered it necessary for her to put back. In the course down to the Kish the small fry had to haul off, as the weather was becoming an ugly customer. The race was left to the Thought, Vivid, Fingal, and Coolan: at the conclusion of the contest the Thought came in at 6h. 17m. 40s., and the Coolan in about fifteen minutes after.

THE OCEAN RACE.

THIS race, as last year, created great excitement amongst Yachtsmen, and as all that attended the Royal Irish Regatta would assuredly visit the Cork a numerous fleet was anticipated, which not being confined to rig, a regular hurry-scurry match would be the result. To make the port was the whole sole aim of the many who were in the contest.

No.	Names of Yachts	Rig	Tons	Cwners	Builder
908	Spell.....	yawl	61	T. G. French, Esq.	Inmann
769	Phasma.....	cutter	34	E. J. Saunderson, Esq	Katsey
734	Oriana.....	schooner	60	W. Martin, Esq.	
1026	Urania	schooner	140	W. Wise, Esq.	Ratsey
871	Sibyl	cutter	39	Sir John Arnott	Wheeler
752	Pearl	cutter	160	Alfred Cox, Esq.	Sainty
603	Lurline	cutter	41	J. C. Atkins, Esq.	Wanhill
	Avalanche	cutter	48	J. Wheeler, Esq.	Wheeler
738	Osprey	cutter	62	Colonel Huey	Hansen
239	Diadem	schooner	120	J. W. Cannon, Esq.	Wanhill
1259	Wildflower.....	schooner	47	S. Little, Esq.	Fife
674	Mirage	schooner	118	P. C. Lovatt, Esq.	
267	Echo	schooner	67	Hon. C. M. Smyth	
534	Kingfisher	schooner	90	C. Penrose, Esq.	Inman
827	Secret.....	cutter	33	T. D. Keogh, Esq.	Wanhill
172	Coolan	cutter	28	G. Robinson, Esq.	

On Friday, July 19th, at a quarter to ten o'clock, all the above with the exception of the Secret, left their moorings in Kingstown Harbour, and mustered outside the piers: at Eleven o'clock the starting gun was fired from the Urania. The vessels immediately got under way, with all canvas set. The wind was light from S.S.E. and the sea calm. In about half an hour afterwards the Secret got away and went after the others: as the yachts passed between the east pier and a flag boat moored near the harbour they were timed from the Royal Irish Yacht Club House. They passed in the following order:—Kingfisher, Lurline, Sibyl, Avalanche, Coolan, Wildflower, Pearl, Diadem, Spell, Echo, Osprey, Oriana, Mirage, Phasma, Secret.

When they got out with but two exceptions, the yachts kept inshore, and the Avalanche fell away until they came up opposite Bray Head. Here the Osprey caught the breeze, and she took the lead of all her competitors, and was followed quickly by the Avalanche, which now took up second place. The breeze then freshened from the N.W., Osprey and Avalanche enjoyed it to an extent that left all the other craft far astern. When night set in the wind came from S.W., the night became clear and suitable to the contest, the coast lights being distinct. When the morning opened the Osprey descried her antagonist about the same distance from her as when the sun set the previous evening. The sailing master of the Osprey could see no other contending craft upon the sea, but those on board the Avalanche could see some five or six miles away the Lurline, Pearl and Phasma struggling for a place. None of the others had risen above the horizon; at this time the Osprey was ahead of Avalanche about three miles. Thus matters continued until about 10h. a.m. on Saturday, when the Osprey and Avalanche lost sight of all the other competitors, the struggle continuing between these two craft, either gaining on the other or falling off as the current of wind favoured them: at 5h. 45m. p.m. the Osprey rounded Roche's Tower, and at 7h. 35m passed the Royal Cork Yacht Club House, when the gun fired declaring her the winner of the first prize, a purse of £60.

At 6h. 25m. p.m. the Avalanche rounded the harbour headland, but the breeze having died away, and the tide running out, she was unable to make the Spit Bank Light until nine o'clock. Here she lay gasping for want of air to keep her position against the receding tide until eleven o'clock, and it was twenty minutes to twelve before the returning flood conveyed her to that spot which she had struggled to gain for nearly forty hours. A slight breeze having risen with the return of the tide, it was taken advantage of by the Phasma, which rounded the harbour at eleven o'clock, and passed the Club-house at nine minutes and-a-half

before one, a.m., the Lurline following in about forty minutes. The other yachts in the race as well as a number of those visiting the regatta arrived during Saturday night and Sunday.

ROYAL CORK YACHT CLUB REGATTA.

TUESDAY, First day, July 23rd.—The long-looked for day having arrived, about which so much anxiety was felt by our citizens, who had begun to feel some gloomy anticipations in consequence of the continual wet weather which we have had for several days. However, all doubts were put an end to, and joy was universal, when the morning was ushered in by a bright sunshine, and the day appeared all that the most enthusiastic admirer of nautical sports could wish. Indeed we have seldom seen a finer day, and accordingly multitudes turned out to avail themselves of the pleasures and enjoyment afforded by their magnificent harbour, on whose tranquil waters floated the finest fleet of yachts in Europe. River steamers and railways—all were filled with joyous faces delighted at the anticipated day's amusement. Well may the citizens of Cork be proud of their noble and matchless harbour. Where in Europe is there such scenery as what opens on the view going down the river? Blackrock to the right, and Glanmire to the left, seem to vie with each other in beauty; country seats and villas on each gentle ascent, crowned with every variety of foliage, in the richest luxuriance; lawns, parks, and demesnes are stretched out, while their verdant outline is reflected in the clear water on both sides. The eye is sated with new beauties as we pass along, and at length the capacious harbour, like a panorama, opens on our view—a magnificent sheet of water, twenty miles in circumference, where all the navies of the world might ride at anchor in perfect safety, and where if we had a wise Government we ought to have a large naval arsenal, for nowhere is there such sites as what is here for Royal Dockyards.

The harbour presented a very gay appearance. The ships of war—Hawke and Immortalite were all in holiday trim, hung with flags from the masthead to the bulwarks—their majestic outlines presenting a striking contrast to the tiny yachts, so taut and trim, with their white canvas, which gave them the appearance of wild fowl skimming along the surface of the water.

Queenstown itself presented an uncommonly animated and brilliant appearance, the town being crowded with the *élite* of our aristocracy, not only from our own country, but from every part of the three king-

doms, and numbers of the middling classes, who flocked to enjoy what has almost become a national festival. The fineness of the day after the recent wet weather, together with the spirit-stirring scene, brought out numbers of the ladies. Seldom have we seen such a galaxy of youth and beauty—we may say—

“Eyes looked love to eyes——
And all went merry as a marriage bell.”

The Carlisle prize of 60 sovs. for yachts exceeding 50 tons, no time allowed for tonnage, open to all yachts, the property of members of Royal Yacht Clubs, or of the New York Yacht Club.

For this the following yachts started:—

Numbered as in Hunt's Yacht List for 1861.

No.	Names of Yachts.	Rig.	Ton.	Owners.	Builders.
297	Æolus.....	cutter	57	C. T. Couper, Esq.	Fife
57	Audax.....	cutter	59	J. H. Johnson, Esq.	Harvey
752	Pearl	cutter	164	A. Cox, Esq.	Sainty
738	Osprey	cutter	59	Col. R. W. Huey, Esq.	White, E.C.

At a quarter after ten o'clock the starting gun was fired. The start was a pretty one, all getting off well together. They went down in a cluster for some distance. Pearl then began to draw ahead and rounded the Spit Light first, increasing her distance as she stood out of the harbour. Osprey was second, the others bringing up the rear together at a little distance. Shortly after one o'clock the Pearl showed on the return, followed at short intervals by the Osprey and Æolus. They arrived at the flag-boat, and were timed in the following order:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.		
Pearl.....	1	21	59	|	Osprey.....	1	24	11	|	Æolus	1	28	38

Soon after the Audax came in, but did not pass the flag-boat, and was not timed. Shortly after passing the first flag-boat outside she carried away her bobstay. Notwithstanding this she went round the course, but could not overhaul her competitors.

As the hour approached for the second race, the interest of the spectators was great. It was a most animating scene while the yachts took up their positions previous to starting. The sight was such as can be rarely witnessed—the yachts, all crack boats—unrivalled in the empire for the symmetry and beauty of the build ; the lines sharp and well defined; and their gear and rig superb.

The second match was for a prize of 45 sovs. for yachts exceeding 25 and not exceeding 50 tons, open to all yachts, the property of members of Royal Yacht Clubs, and the New York Yacht Club ; time race, half

Ackers' scale, and below that half minute per ton. The following started:—

Numbered as in Hunt's Yacht List for 1861.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
172	Coolan	cutter	28	G. Robinson, Esq.	Hatcher Hatcher Wheeler Wanhill Wanhill Wheeler Wanhill Fife
430	Glance	cutter	36	A. Duncan, Esq.	
973	Thought.....	cutter	27	F. O. Marshall, Esq.	
871	Sibyl	cutter	38	Sir J. Arnott, Esq.	
769	Phasma	cutter	34	E. Saunderson, Esq.	
857	Secret	cutter	30	T. D. Keogh, Esq.	
	Avalanche	cutter	47	J. Wheeler. Esq.	
603	Lurline	cutter	40	J. C. Atkins, Esq.	
925	Stella	cutter	42	C. W. Rycroft, Esq.	

On the gun being fired they all got off together, with the exception of the Lurline, who carried away her moorings and dropped to leeward. She then stood up to her original position, and bore up to follow the others, which were then a long way ahead: after the start the Avalanche began to lead, followed closely by the Sibyl, all the rest with the exception of the Lurline in a cluster together. In this way they rounded the Spit and passed out of sight. At 2h. the Phasma came back crippled, having broken her main boom off the Eastern flag-boat. At half past two the Avalanche showed round Spike on her return, followed closely by the Glance. Lurline then made her appearance, and at short intervals all the others followed. They reached the flag-boat and were timed as follows:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Avalanche ...	2	41	10	Secret	2	50	30	Sibyl.....	3	3	49
Glance.....	2	42	9	Thought	2	52	48	Coolan.....	3	7	27
Lurline.....	2	45	3	Stella	2	56	19				

The Avalanche having in consequence of difference of tonnage to allow the Glance 3m. 50s. and being only 59 seconds ahead of her, the Glance was declared the winner.

The Phasma having met with an accident, no account was taken of her time of sailing ; as the Secret was approaching the signal staff, a boat belonging to Mr. Townsend's yacht in sailing across the course, which was a violation of the rules, was struck by the Secret and sunk—but happily nothing serious occurred.

The Cork, Blackrock, and Passage Railway Company's prize did not fill. Hooker sailing matches and rowing matches concluded the day.

Second Day.—The morning shone forth promisingly after a wet and stormy night, and again the company congregated ashore and afloat. The first race was for a prize value £100 open to all classes of yachts belonging to a Royal or New York Yacht Club: time race, half Ackers' scale, and below that three-quarter minute per ton.

This brought the Glance, Æolus, Secret, Osprey, Audax, Sibyl and Avalanche to the start which took place about 10 o'clock. They got off very cleverly, the Audax as soon as she fairly felt the wind went ahead, which place she maintained whilst passing out of the harbour, Sibyl second. On clearing the harbour however they soon changed places, and the Glance which was last took the lead, the Osprey second, rounding the Cow and Calf in the following order:—Glance, Osprey, Audax, Secret, Avalanche, Æolus, Sibyl.

This order they did not long preserve : Osprey overhauled and went by the Glance, taking first place, Audax followed her example, throwing the Glance to the rear. Shortly before two o'clock the Osprey was sighted coming round Spike on her return. She was soon followed by Audax. Then the Glance showed, quickly, behind came the Secret, astern of her the Avalanche and Æolus, Sibyl bringing up the rear.

In passing the flag-boat they were timed as follows:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Osprey	2	8	58	Secret	2	21	37	Æolus	2	24	32
Audax	2	11	9	Avalanche ...	2	22	50	Sibyl	2	30	28
Glance	2	14	19								

On the difference of tonnage being allowed for, it was found that the Glance had beaten Osprey by 2m. 58s. Glance was accordingly declared the winner.

The next a prize of 50 sovs. for schooners of all sizes : no allowance for tonnage. The following started:—

Numbered as in Hunt's Yacht List for 1861.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
390	Galatea	schooner	123	J. Broadwood, Esq.	Hansen
275	Ella	schooner	105	Sir Gilbert East	Inman
1052	Viking	schooner	120	Sir A. Stirling	Ratsey
239	Diadem	schooner	113	J. W. Cannon, Esq.	Wanhill

On the gun being fired Ella led, Viking holding second place, the Galatea and Diadem being together a short distance astern. On fairly getting under way the Viking drew on and passed Ella, and Galatea crept away from the Diadem. Viking led out of the harbour, Ella was second, Galatea third, and the Diadem bringing up the rear. On the course round, however, Galatea threw the Ella into the third place, Diadem followed her example throwing her to the fourth place. Soon after three o'clock they began to come in. They passed the flag-boat, and were thus timed:—

	h.	m.	s.		h.	m.	s.
Viking	3	13	46	Diadem	3	25	9
Galatea	3	15	19	Ella	3	32	24

Viking was declared the winner.

The next race was for the Carroll Challenge Cup, value 50 sovs. to which the Committee added 30 sovs. This was open to all yachts belonging to Cork harbour, the property of members of Royal Yacht Clubs. Time race half rate, Ackers' scale, and below that three quarter-minute per ton. The following started:—

Numbered as in Hunt's Yacht List for 1861.

No:	Names of Yachts.	Rig.	Ton.	Owners.	Builders.
172	Coolan.....	cutter	28	G. Robinson, Esq.	Wanhill Payne
603	Lurline	cutter	41	J. C. Atkins, Esq.	
	Emetic.....	cutter	25	E. U. P. Fitzgerald	

The Coolan and Emetic got off very well, almost together, Coolan if anything having a slight lead. Lurline made a bad start, not getting away for half a minute after her competitors. She, however, soon made up for this, and came up with and passed the others. Every minute she increased her distance, and led out of the harbour by a long way, the Emetic which had overhauled the Coolan holding second place. Shortly after four o'clock the Lurline hove in sight on her return. In about half an hour the Coolan followed, and in a few minutes afterwards the Emetic, with the loss of her topmast, which she had carried away outside. The three yachts were timed as follows:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Lurline.....	4	13	43	Coolan	4	45	22	Fairy	4	56	23

The Lurline was the winner. An objection has been lodged against the race by Captain H. H. O'Bryen, the present holder of the Carroll Challenge Cup on the ground that up to three minutes after six on the previous evening there were only two yachts entered, Coolan and Lurline; and as the regulations provided that there should be three competitors, and that the entries should close at six o'clock, the race was altogether invalid. The last prize for yacht sailing was given by the River Steam Company, value 20 sovs. for yachts not exceeding 15 tons—Time race: half minute per ton. The following started:—Fairy, 12, G. Howe, Esq. Fawn, 13, F. Holmes, Esq., Zuffa, 10, A. Hargrave, Esq., Pembroke, 11, T. P. Bolland, Esq., Aline, 5, Colonel Beamish.

On getting away Zuffa led, and kept during the run down to the Spit, which she rounded first, Pembroke second, Fawn third, Fairy fourth, and Aline last. For some time after clearing the Spit Pembroke held her place, but the Fawn then passed her. The Zuffa and Fawn went out of the harbour together, Zuffa having the lead, Pembroke third Fairy fourth, about half a mile astern, and Aline a mile behind her.

About a quarter to five o'clock the Fawn showed on her return : Zuffa soon followed, and after an interval of a few minutes the Fairy came in. In passing the flag-boat they were timed as follows:—Fawn 4h. 52m. 32s.; Zuffa, 5h. 1m. 34s.; Fairy 5h. 10m. 9s. In twenty-five minutes after the Pembroke arrived, but Aline did not show up to the close of the regatta.

Rowing matches followed, and a numerously attended Ball closed one of the best regattas known in these waters. Between 60 and 70 yachts were present during the two days.

ROYAL WESTERN YACHT CLUB AND PORT OF PLYMOUTH ROYAL REGATTA.

On the morning of August 20th, fears were entertained that the day would be wet, and mar the pleasures of those who look forward for an annual treat on the regatta days ; however, as the day advanced, the clouds dispersed, and the sun shone out with a good breeze from west. The scene on the water was particularly gay, and the immense number of small craft darting about in all directions gave additional effect to the picturesque view, while thousands of spectators lined the shore. The band of the Royal Marines and 61st regiment were stationed on the Hoe, and performed a selection of music, the whole of the arrangements being of the very best description. In the arrangements of the joint committees there was this year a great alteration. Formerly there were two committees' boats, from one of which the sailing vessels were started, and from the other the whole of the business in connection with the rowing matches was conducted. This year, however, the committees decided on having only one boat, from which all the races were started.

The following are the names of the committee :—J. C. Thierens (chairman), Capt. Tracey, R.N. ; Capt. Stewart, R.N. ; Capt. Bacon, R.N. ; Major Templar, and O. Phillpotts. The members of this committee acted on both the sailing and the rowing committees.—Town Committee: W. Luscombe (the mayor), *ex officio* ; W. S. Kelly, secretary ; J. C. Skardon, treasurer.—The Town Sailing Committee : H. J. Waring, chairman ; H. Smith, C. Rae, R. Shurlock, and H. Fillis.—Rowing Committee: J. Shapcott, chairman ; J. Cumming, and W. Radmore.—Hoe Committee: W. H. Luke, chairman ; W. Luce, and J. Holmes.

The first race was for a prize, value 80 sovs., for the first vessel, and 20 sovs. for the second, both given by the club, open to all schooners belonging to a royal yacht club, and carrying the Admiralty warrant—time, half a minute per ton up to 60 tons, and a quarter of a minute per ton above; entrance for yachts belonging to the Royal Western Yacht Club £1 1s., and all others £3 3s.; four to start, or no race.

The following started :—

Numbered as in Hunt's Yacht List for 1861.

No.	Names of Yachts	Rig.	Tons.	Owners.	Builders.
13	Albertine	schooner	156	Lord Londesborough	Inman
239	Diadem	schooner	126	J. W. Cannon, Esq.	Wanhill
680	Mistletoe	schooner	119	P. F. Bluett, Esq.	Nicholls
1275	Zouave	schooner	105	R. Arabin, Esq.	Inman

The course was through the eastern channel of the Breakwater round a mark-vessel off the Mewstone, thence to another mark-vessel off Penten Point, then through the western channel of the Breakwater, rounding the Cobler buoy and the committee boat, three times round. The whole distance is about 45 miles.

The gun was fired at 10h. 50m. 11s., and the yachts were off at once, under fore and main gaff topsails, the Albertine having the weathermost position. Before reaching the eastern end of the Breakwater the Albertine had drawn ahead, and continued to increase her lead to the mark-boat off the Mewstone; and in the dead beat up there was a smart display of seamanship on the part of the Diadem and Zouave. The run in was a pretty sight, the three leading vessels being very close to each other, and the Mistletoe some distance astern. The Albertine rounded the Mallard without tacking, but immediately afterwards the wind shifted a point, and the other yachts were compelled to make a short tack to weather the committees' boat, and on completion of the first round the Albertine gained several minutes.

The contest was very close between the Diadem and Zouave, and a splendid race between the two was anticipated, but when near the mark-boat, at the Mewstone, in the second round, the Diadem carried away her fore-topmast and gaff, compelling her to withdraw from the contest. The struggle now lay between the Albertine and Zouave, and as the former had to allow the latter 12½ minutes, there was some little interest left. The second round Albertine was still further ahead.

The Albertine, in the third round, continued so increase her lead, and being nearly 19 minutes ahead in the second round her position was

deemed to be safe ; but in the beat up the sailing-master sent up the balloon-jib, whereby she was delayed several minutes, and by the time she had remedied the mistake the Zouave was fetching up ; but the Albertine would not have suffered much by this if she had not been compelled to make a tack to weather the westernmost buoy, whereby she lost so much ground that it was evident the run in the third round would be a close one, and that the Albertine would have to stretch every inch of canvas to save her time. The third round was completed as under :—

Names of Yachts.	First Round.			Second Round.			Third Round.		
	h.	m.	s.	h.	m.	s.	h.	m.	s.
Albertine	12	49	15	2	57	4	5	25	35
Diadem	1	0	59	Withdrawn					
Zouave	1	2	53	3	16	11	5	34	7
Mistletoe	1	6	30	3	17	54	5	50	45

It will be thus seen that the Zouave won by time, but the owner of the Albertine entered a protest on the ground that she had not complied with the conditions laid down, by sailing without having either her owner or a member of the club on board, it being contended that this brought her within the class of “hired” vessels. The committee met on the following morning, and after discussing the merits decided that the protest could not stand. The Albertine, therefore, took the second prize.

The next race was for trawlers, with all their gear on board. The first prize, 12 sovs., was awarded to Mazeppa, 8 sovs. Umpire, and 5 sovs. to James and Mary, the others receiving 1 sov. each. The race was pretty well contested throughout.

The next race was the Town Plate, 60 sovs., for first vessel and 20 sovs. for second, for cutters above 20 tons, but as only two started, the prize was reduced to 50 sovs., without any second prize. The following entered :—

Numbered as in Hunt's Yacht List for 1861.

No	Names of Yachts	Rig	Tons	Owners	Builders
57	Audax.....	cutter	59	J. H. Johnson, Esq.	Harvey
764	Phantom	cutter	27	S. Lane, Esq.	Penny

The course was the same as the previous yacht match. The Phantom took the lead at starting at 12h. 6m. 10s., but the Audax soon overhauled and passed her—was never again headed—had the race to herself, and won easily. There was a circumstance attending this match

which created much surprise, although it is most likely to have occurred often, we do not mean with the same yachts, but with others, only it has not oozed out. It appears an arrangement was made or demanded that the owner of Phantom, wishing to receive some recompense towards his expenses, as he was not likely to win the fifty, Mr. Johnson should guarantee him £10. This having "got wind," the committees enquired into the matter, and the result was Phantom was scratched from the list for the Queen's Plate, for which she was entered. Comment on this is needless.

The tradesmen of the club gave a piece of plate, value 25 sovs., open to yachts from 10 to 30 tons, which the Folly, 12 tons, W. L. Parry, Esq., won, beating Souvenir, 15 tons, W. Hill, Esq., and the Scud, 13 tons, W. B. Bull, Esq.

A cup, value 10 guineas, was given by Mr. Pearse, of the Royal Hotel, for 10 ton yachts, Ida, P. Hacking, Esq., won, beating her old antagonist, Enigma, J. C. Pope, Esq.

There were sailing matches by watermen's boats, and rowing matches which finished the first day.

Second Day.—The aquatics commenced for the Queen's Cup, value 100 sovs., open to yachts of any royal club—time half a minute up to 60 and a quarter minute per ton above. The following contended :—

Numbered as in Hunt's Yacht List for 1861.

No	Names of Yachts	Rig	Tons	Owners	Builders
13	Albertine	schooner	156	Lord Londesborough	Inman
39	Annie	schooner	21	S. Triscott, Esq.	Triscott
57	Audax	schooner	59	J. H. Johnson, Esq.	Harvey
680	Mistletoe	schooner	119	P. F. Bluett, Esq.	Nicholls
52	Arrow	schooner	102	T. Chamberlayne, Esq.	Inman

They started at 12h. 33m. well in company, but the Arrow and Audax soon began to draw ahead, and it was evident that the Albertine only had any chance. On the completion of the first round the Arrow led the Audax by 11 sec., with Albertine about 4m. third. In the second round a greater gap was between them.

The Mistletoe had given up. In reaching out on the third round the Arrow passed to windward of H.M.S. Aboukir, which was lying in the Sound, and the pilot on board the Audax preferred going to leeward, whereby she lost much time. After clearing the Eastern mark-boat she stood out to sea to keep the wind, and in going about she caught a north-west slant, which had sprung up, and came in spanking; and the Arrow, by her keeping too close in, had lost the breeze, and finding that the

Audax had passed her, hauled down her flag, and they came in as follows :—

	h.	m.	s.		h.	m.	s.
Audax	6	42	12	Albertine	7	40	27

The Ladies' Plate, value 15 guineas, given by the Town for yachts of 10 tons and under, which was contested by Ida, 10 tons, R. Hosking, Enigma, 10 tons, J. C. Pope, and Flight, 6 tons, Marshall. They started at 2h. 4m. 5s., and the Ida took the lead, and each of the three rounds were well contested by Enigma, but Ida was landed a winner by 50sec.

The next was a sailing match by yachts, under 5 tons, for a prize of 10 sovs., which was won by Gem, T. Brown.

These were followed by rowing matches, which concluded the regatta at the Port of Plymouth.

OBITUARY.—We have learned, with regret, that Colonel R. W. Huey, the owner of the now celebrated cutter Osprey, died on the 22nd of August, at the Medina Hotel, East Cowes. He has been unwell for some time, and unable to witness the many triumphs of his favourite.

..

BUTE AND COWAL REGATTA.

THIS regatta came off at Rothesay, on Friday, August 23rd, and left nothing to be desired by lovers of nautical sports. The breeze was magnificent, and the weather a bright exception to our late dismal weather. The stewards were—the members for Argyll and Bute, Messrs. Lamont, of Knockdhu; Lamont, of Lamont; Campbell, of South Hall, and Hoyle, of Kames; Provost M. Ewen, and Bailies Brown and Mackirdy, of Rothesay; Capt. Herbert Sandford, and Mr. Jamieson, of Bombay. Mr. Finlay, of Castle Toward, acted as commodore, in room of his friend Mr. Lamont, of Knockdhu, who was prevented from attending by the death of his venerable father.

The prizes offered were—for the first-class yachts under 20 tons, £20 in specie; for the second class, under 10 tons, a handsome cup, value 12 guineas, presented by Mr. Lamont, of Knockdhu; and a prize of £7 for third-class yachts under 5 tons.

The first-class race created unusual interest, from the fact that a new racing clipper, built at Rothesay, for Mr. Lamont of Lamont, was to make her *debut* on this occasion, to be matched against the crack yachts of the Clyde of this class—the Swallow and St. Kilda—and although she was unfortunate on this occasion, being newly launched, and hardly in proper racing trim she is likely to prove hard to beat by anything of her size. The fourth antagonist was a small-looking Thames schooner, on a cruise in Clyde waters, and thus was to be tested the still vexed question as to the superiority of schooners *versus* cutters on equal terms, although it must be admitted that the Violet is more a cruising than a racing craft. At 12h. 30m. the

following slipped their moorings; and, it must be confessed, four handsomer little clippers never spread their wings to the breeze :—

Numbered as in Hunt's Yacht List for 1861.

No.	Names of Yachts	Rig.	Tons	Owners	Builders.
1056	Violet	schooner	20	J. R. Kirby, Esq.	Aldous
927	St. Kilda	cutter	20	Frank Powell, Esq.	Canada Works
946	Swallow	cutter	18	D. J. Penney, Esq.	Wanhill
	Harriet	cutter	16	A. J. Lamont, Esq.	Fife

The schooner immediately showed an immense superiority in stiffness under her canvas, and soon took and increased her lead of the cutters, and though they were well handled, and struggled manfully through the increasing wind and sea, she succeeded in holding her lead to the finish, and came in, after a gallant and exciting struggle with the Swallow, a winner by 1m. 30s., the St. Kilda giving up crippled, and the Harriet considerably astern.

The second yacht race was won by Mr. Campbell, of South Hall, with his beautiful little yacht "Azelia" built by the noted Fife, of Fairlie, she having an easy victory over her opponent, the Thetis.

The third-class race also occasioned considerable excitement—a trim little 4 ton clipper, the Lightning, having been just lengthened and otherwise improved by a Rothesay builder, Mr. Fife, to contest this race with the Brunette, which has been hitherto invincible in the Clyde. The following yachts of this class started at 1h. 30m.:—Brunette, cutter, 4 tons, R. Sharp; Lightning, cutter, 4 tons, W. Day; Garibaldi, cutter, 4 tons, J. Fife, all built at Rothesay.

By this time the breeze had greatly increased, and these tiny craft were forced to start under close-reefed main and foresails and storm-jibs, all of them knowing well what they had to encounter before carrying off the prize. The Lightning led off bravely, but closely pursued, and increased her distance till some time after rounding the leeward flag-boat. After beating up to Toward Castle, her coamings and shelving for weather ballast gave way with a crash, and "the boldest held his breath for awhile." She seemed immediately to come to a stand-still, and five minutes or more elapsed before again ventured on her course. During this catastrophe the Brunette came boldly up, and passed a short way to leeward. The Lightning, however, made another effort, but though boldly struggling through the now heavy sea, the Brunette more than kept her distance, and came gallantly in a winner by eight minutes. The Garibaldi broke down shortly after turning to leeward.

Several other races were well contested, and the sports were wound up by a remarkably fine display of fireworks. We must not omit to mention that Mr. Kirby, the winner of the £20 prize, handed to the secretary a subscription of £1 to the funds, and promised a ten guinea cup for next year's regatta, and if equally successful, "may we be there to see."

Editor's Locker.

August, 1861.

MR. EDITOR.—In your report of the sailing matches for Her Majesty's and His Royal Highness the Prince Consort's prizes at the late Royal Yacht Squadron Regatta, and also in several other journals, I read the following remark:—"A hope has been expressed to us that the old Arrow*, like the Alarm, will retire from further contests with all the honours they have so nobly won, and leave the field open to other yachts who might thereby be induced to enter."

Now as owner of one of the vessels named, and one who has never omitted any opportunity of assisting and promoting the best interests of yacht building and yacht sailing, as far as his humble abilities would allow of, both by money, precept, and example, I cannot for one moment subscribe to such a doctrine as that a yacht, when, by the expenditure of large sums of money, and the exercise of the ingenuity of its builder and owner, it shows itself superior to other vessels, is to retire from any further competition for those very prizes which are generously and expressly given for such a vessel, and such only; for I think no one will be bold enough to deny that the gracious intention both of Her Majesty and H. R. H. the Prince Consort, in giving these handsome prizes to be annually contended for is, that they should be rewards for the best yachts in every particular, and as stimulants to noblemen and gentlemen of wealth and enterprise to encourage and promote, as far as possible, all improvements in naval architecture: and this being admitted, I must contend that the managers of regattas where these royal prizes are given have no more right, by any crude regulations of their own, to misapply them, than would the stewards of horse races be justified in so handicapping the horses for Her Majesty's Plates as would allow of an inferior animal carrying away the prize from one of superior grade.

I believe there is no question but that the two successful yachts for the two royal prizes at Cowes, were the two best vessels; but little merit is due to the regulations under which they sailed that they received their just rewards, for had the weather been what might naturally be looked for in the month of August, viz: light airs and calm, that monstrous absurdity, time for tonnage, would no doubt have signally frustrated Her Majesty's and his Royal Highness the Prince Consort's generous intentions. The nobility and gentry of England are in possession of ample resources in wealth and science for designing and building vessels that might successfully compete with both Arrow and Alarm, and wrest from them their present proud position; and he who may be fortunate enough to produce such a yacht would receive from no quarter more sincere congratulations than he would from

THE OWNER OF THE ARROW.

Cranbury Park.

* Has the Alarm retired?

WINDERMERE SAILING CLUB SECOND REGATTA.

July 24th.—A handsome Cup, presented by Mr. Hall, was this day run for by the following yachts:—Meteor, S. Taylor, Esq.; Mosquito, G. S. Suffeil, Esq.; Souvenir, Rev. J. Bush; Gazelle, G. Ridehalgh, Esq.; Mayflower, G. H. Puckle, Esq.; Wave Crest, Capt. Ridehalgh, Jilt, J. R. Bridson, Esq. The Jilt was the first at the winning-post, closely followed by Mayflower; but in consequence of too many fouls during the race the cup was withheld, and the committee finally awarded it to the Mayflower.

Tuesday, 30th.—This day the first heat for the amateur's cup was to have been sailed, but in consequence of a heavy gale and torrents of rain, the race was postponed to the following day, and at 11h. 30m the following yachts came to starting-buoys:—Meteor, Souvenir, Mosquito, Jilt, and Wave Crest, after a well-contested race, the Jilt was declared the winner by $7\frac{1}{2}$ minutes.

August 1st.—The second heat for the amateur cup was sailed this day, and at 11 o'clock the following craft started:—Wave Crest, Mayflower, Jilt, Mosquito, and Souvenir. The Wave Crest and Mayflower took the lead at starting, but were soon overhauled by the Jilt, and they arrived at the flag-boat on their return as follows: Jilt, 2h. 34m. 34s.; Wave Crest, 2h. 43m. 24s.; Mayflower, 2h. 58m. 4s. The Jilt had to allow the Wave Crest $7\frac{1}{2}$ minutes, so won by $1\frac{1}{2}$ minutes. The Wave Crest is a fine boat, and was well sailed. But the Jilt is undoubtedly a clipper, like the rest of Hatcher's craft; and her amateur crew handled her with great credit to themselves. She has arrived first at the flag-boat five races out of six, in both light and heavy winds, and has fairly earned her fame as an Itchen Ferry clipper, and we can only express a wish that the example of her spirited owner, J. R. Bridson, Esq., may be followed by the rest of the Windermere Sailing Club. This concludes the Windermere regattas for this season.

NOTICE TO CORRESPONDENTS.

REGATTAS.—We must claim the indulgence of our subscribers for inflicting on them so many reports, which, if we were not to do so, would extend into another volume, and it is generally admitted that such records should be preserved.

GINERVA.—A portrait of this fine craft among icebergs will appear in October or November.

FULL AND BYE.—Accepted, and will appear next month.

CONSTANCE SCHOONER.—We have just received intelligence that this vessel was lying at Cronstadt on August 8th, and Mr. Turner and friends were gone to Moscow.

AN ESSEX YACHTSMAN.—(1) Is thanked for his information, the mistake was discovered before we heard from him.—(2) Respecting the party named, you are wrong, he laughed at the "fun," but said nothing that we heard.—(3) From the first appearance of your pet we have done her justice by praising her build and sailing qualities.—(4) An old yacht sailor can justify his opinion respecting the other, and in a way which would *delight you*, if he chose.—(5) If you had manfully given a name you would have gained a wrinkle from an ancient mariner,—but no "dinner-man."

All communications to be addressed to the Editor, 6, New Church St., N.W.

HUNT & Co., Printers, 6, New Church Street, Edgware Road.



Peacock Ltd, from a Design by Hitchcock

Published in Hazzi's Yachting Magazine, 1901

THE GNEVRA SCHOONER. 147 TONS. J. LAMONT ESQ^{MR}

HUNT'S YACHTING MAGAZINE.

OCTOBER, 1861.

THE OAR.

PROBABLY the most ancient mode of propelling boats through the water by handlabour was by means of oars of nearly the same shape, and worked in the same manner, as those now in use. And to all appearance there is no likelihood of a change, for although many savage tribes work their canoes and other narrow boats with hand-paddles, and attain great speed with them, yet seamen of civilized nations, whose boats are mostly of a more burdensome character, and whose bodies are encumbered with clothing, have, without exception, given preference to the oar, as an instrument of greater power, and worked with more convenience.

And truly there is no more beautiful instrument than an oar, when we consider its simplicity, the ease with which it is worked, and the readiness with which its position is accommodated to the ever-varying motion of the boat and the sea's surface. It has often been proposed—indeed it is a favorite notion with theorists—to propel life-boats by rotatory paddle-wheels and screws, such as those of steamers, but the proposition is altogether an impracticable one, and its trial could only result in failure. Where great power and velocity of motion can be applied by steam, undoubtedly the rotatory form is the most convenient mode through which to apply it, and accord-

ingly, both screws and paddle-wheels work advantageously, until the rolling or pitching motion of a ship becomes very violent, when great waste of power ensues ; for instance, when a ship rolls so deeply that the paddles are alternately too deeply immersed, and spinning round in the air ; or if a screw ship, when she pitches so much that the screw is raised to the water's surface, or lifted above it. When, therefore, it is considered how much more violent is the motion of a boat in a heavy broken sea than that of a ship, it will be readily conceived that a fixed machine, such as a wheel or screw, even if it could be worked on so small a scale by steam power, would do so at a still greater disadvantage. Whereas the oar, obedient to the quick eye and ready arm, varies its position with every motion of the boat or wave, and in skilful hands is always working at "full power."

But there is another point of importance not to be lost sight of. A paddle-wheel or screw cannot be worked in a life-boat by steam power, but must be so by means of a crank worked by hand. Now it is known to every one that the muscles of the human body are strengthened by use, and that, therefore, persons engaged on any particular bodily labour have those muscles especially strengthened that are constantly brought into play. Thus, a sailor would stand little chance in a walking-match with a professional pedestrian ; whilst the latter would as vainly attempt to overtake the former in a race over his ship's mast-head. It follows then, that, apart from its other advantages, the oar is possessed of this especial one, that it is in daily use by the only class of men on the coasts who are available to form the life-boat's crew, viz. the hardy race of fishermen and boatmen who earn their daily bread on our shores.

An oar being, then, the only instrument by which a life-boat can be propelled, too much care cannot be bestowed on it. Its size, weight, length, material, width of blade, balance, mode of attachment to the gunwale ; its height above the water, and above the thwart on which the rower is seated, and the distance of the thwarts and oars apart, are all points of much importance on which the speed of the boat, or its power to make way against a head sea much depend.

An oar is a simple lever, of what is termed the second order, that is, wherein the weight of body to be moved lies between the fulcrum and the motive power ; the water being the fulcrum of the lever, the gunwale of the boat the point at which its power is applied to the

moving body or weight, and the rowers' arms being the source of power.

Fir oars have always been considered the most desirable for life-boats, as they do not bend so much as ash oars, and as they float much lighter in the water, and will therefore better support any persons in it in the event of accident. Experiments have been made by the *The National Life-Boat Institution* to test the relative strength of oars, when it was ascertained that an oar made from a good white Norway batten, or from a white Baltic spar, will bear as great a strain as any other, each being as free of knots as possible.

The length of an oar must of course be proportional to the width of the boat, and it should be so poised on the gunwale that the rower can raise or depress it or move it in any direction with the smallest effort. An oar should be not less than five inches wide in the blade, or it will expose so small a surface to the water as to cut through it, and so work on a too yielding fulcrum, with comparative loss of power.

The height above the thwarts of the thowl or rowlock in which the oar works on the gunwale should be sufficient to enable the rower to lift the blade well above the waves by depressing the loom or handle; but on the other hand, it must not be so high as to require him to raise his arms above the level of his chest in rowing, in which case he will row with much less force, and be much sooner fatigued. A height of eight inches from the thwarts to the oar on the gunwale will be found a suitable average.

Lastly, the mode of confining the oar to the gunwale of the boat is of much consequence. The most common modes, in ordinary boats, are rowlocks and double pins, between which the oar works, but as an oar is liable to jamb in the rowlock or between the pins, when rowing in a rough sea, and thereby to get broken, or to damage the gunwale, the oars of life-boats have generally been worked in a rope grummet or ring, over a single iron thowl-pin; a further advantage of this plan being that it enables the oars to lie along the outside of the boat when not in use, and thus saves the necessity of unshipping them and getting them in-board on going alongside a wreck, which is a great advantage.

A new description of swivel-crutch, intended as a substitute for a grummet, has recently been planned for the National Institution's life-boats, by its inspector, Capt. Ward, R.N., which is found to have

the advantages of the grummet, and to be more convenient in some respects.

As it will be found to be a very useful kind of crutch, for general use in boats, we subjoin a sketch of it.

Fig. 1 represents the inside of a boat's gunwale, with a section of the oar within the crutch, the latter supported on the gunwale in the position in which it remains whilst the oar is in use :—*a* is an ordinary iron thowl-pin ; *b*, the crutch, also of galvanized iron, which revolves round the thowl, as an axis ; *c*, a clamp or chock, which receives the lower end of the thowl ; *d*, a section of the oar, *e*, a short lanyard with a running eye, which is slipped over the head of the thowl whenever the oar is required to hang over the side ; *f*, the gunwale.

Fig. 1.

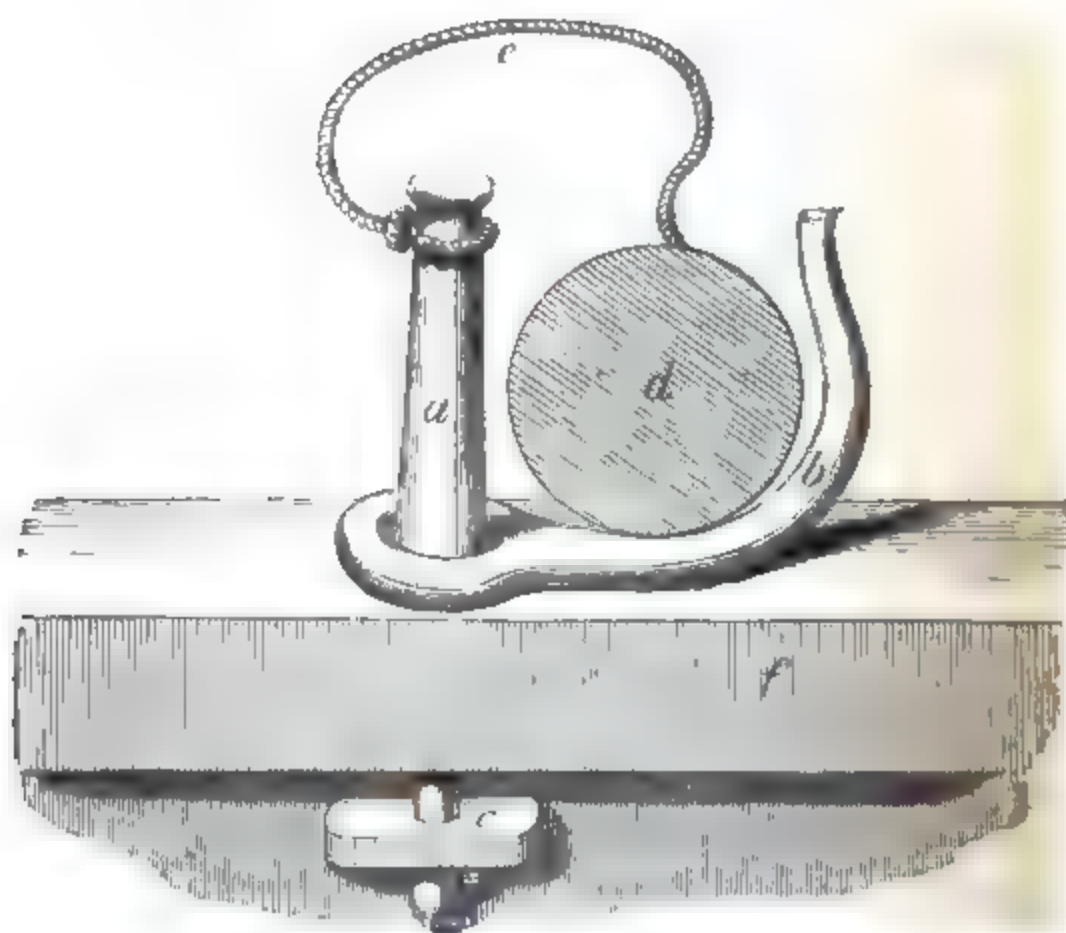
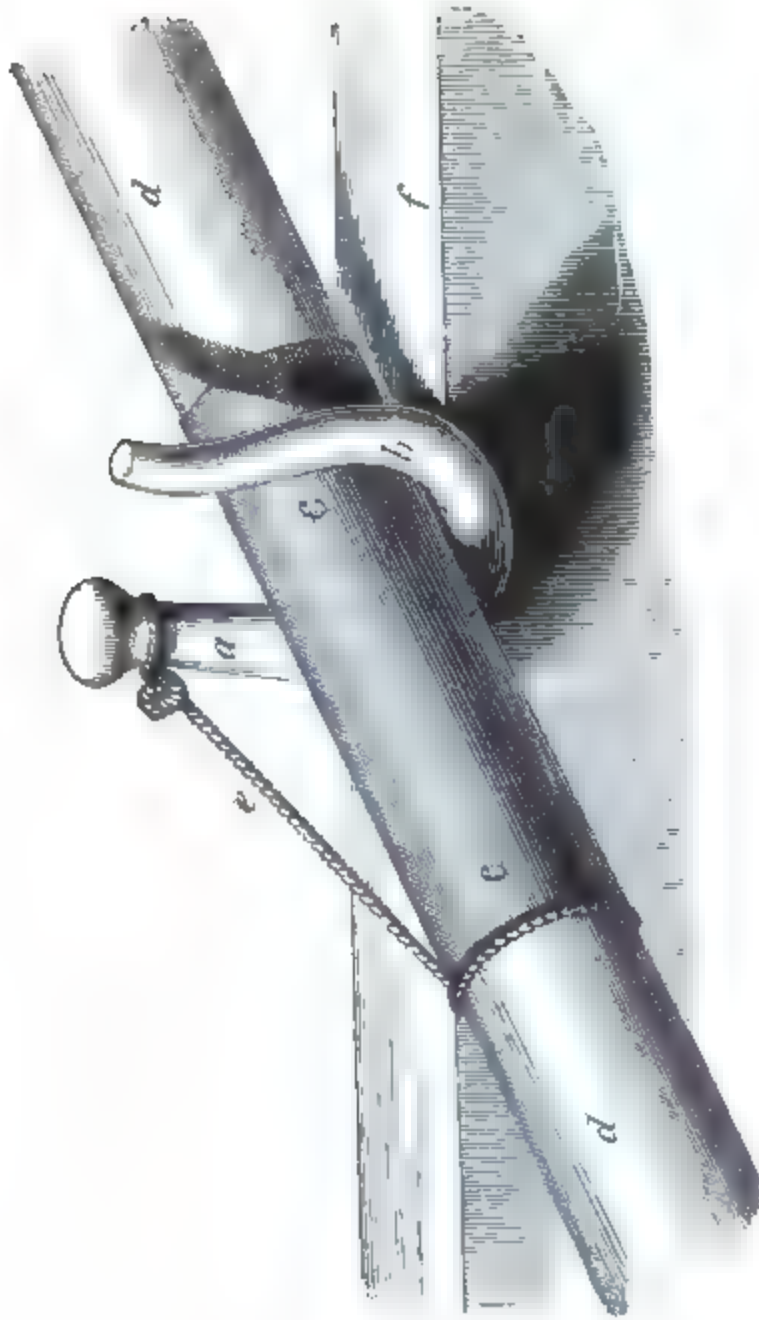


Fig. 2, shows the oar when let go by the rower and allowed to hang alongside outside the gunwale :—*a*, the thowl ; *b*, the crutch ; *c*, the leathering on the oar, to prevent chafe ; *d*, the oar as hung alongside ; *e*, the lanyard spliced round the oar below the leathering, and nailed on to prevent its slipping round or along the oar ; *f*, the gunwale.

Fig. 2.



The principal advantage of the swivel-crutches over grummetts is, that they are of a more durable character, are fixtures, and so not liable to be mislaid or lost, and retain always the same size and shape, whereas a grummet is liable to stretch by use, when the oar will work too loosely in it.

CRUISE OF THE GINEVRA SCHOONER.

THE illustration with the present number represents this vessel in the neighbourhood of Spitzbergen, where she carried her intrepid owner and another choice spirit, in search of adventures among the icebergs in this cold region. The result of that voyage he has given to the public in an excellent work, entitled "*Seasons with Sea Horses*,"* which we noticed in the July number. Since then we have again perused it and cannot refrain from giving two or three extracts:

"About 2h. a.m. on the 1st of July we passed Bear or Cherie Island, so called, I presume, on the *lucus a non lucendo* principle, because it certainly produces neither bears nor cherries at the present day. I believe the real reasons for its nomenclature are, that some of the early Dutch navigators, on their way to China, once saw a bear here, and that an English expedition, sent out by Alderman Cherie of London, afterwards erroneously fancied that they were the discoverers of the island, and tried to supplant its original name by that of their patron. There is said to be plenty of good coal cropping out of a precipice on the island.

"Although this was the third time that I have passed close by Bear Island, I had never yet actually been able to see it, as it is generally shrouded by impenetrable mist. One can, however, always tell when you approach it by the enormous quantities of gulls, puffins, guillemots, razor-bills, divers, &c., which use it as a sort of head-quarters and nursery, and afford to the mariner a perfect index to its proximity.

"The thermometer here fell to 36°, and a fresh gale of south-west wind sprang up, and carried us at the rate of 11 knots an hour, until we sighted South Cape, the southernmost promontory of West Spitzbergen, at 1h. a.m. on the 2nd.

"We had been steering rather to the west, so as to keep clear during the gale of the heavy drift-ice which our pilot expected to be lying off the south-east of the island, and we now had to alter our course to nearly due east, so as to reach the appointed rendezvous. We got there in the evening, and found the little harbour blocked up by heavy ice, which extended all along the coast. There was no appearance of the sloop, so we got out one of the boats, and sent the pilot ashore with a letter, enclosed in a bottle, addressed to Isaac the skyppar, saying we had been there, and would return in a few days.

"There are some old ruinous Russian huts on this promontory, one

* By James Lamont, Esq.—London: Hurst and Blackett.

of which we made use of as a post-office, by hanging the bottle up inside of it.

“ It was very difficult to get the boat through the ice alongshore, and the whole country was covered with deep slushy snow ; we saw nothing ashore but a few Brent geese and Eider ducks.”

* * * * *

“ I have often been asked “ what the inhabitants of Spitzbergen are like?” but I need scarcely mention to the intelligent reader that Spitzbergen never has been inhabited; unless we include under that term the flourishing summer settlement of Smeerenberg, or New Amsterdam, near Hakluyts’ Headland, which was the rendezvous and boiling establishment of the Dutch whaling fleet during the palmy days of the Spitzbergen whale-fishery in the seventeenth century.

“ Smeerenberg (*Anglicé*, Blubber Town), indeed, arrived at such a degree of civilisation and refinement, that ‘hot rolls’ were to be had every morning for breakfast; and, if report speaks true, even the charms of female society were not wanting to ‘emollify the manners,’ and lighten the pockets, of the successful fishers. But Smeerenberg was only a summer settlement, and was always entirely abandoned at the approach of winter.

“ Spitzbergen (literally ‘sharp-topped mountains’) was discovered and named in 1596 by the third expedition under William Barentz, a Dutchman, and one of the most distinguished navigators of the age, who was sent by the States-General of Holland to try to discover a north-east passage to China, a chimerical project, which in those days caused the sacrifice of even more lives and treasure than the search after a north-west passage in later times. Barentz himself, and a number of his crew, lost their lives in this expedition; and the remainder only escaped by taking to their boats, after passing a winter of incredible hardships on the coast of Nova Zembla, where they had got beset, and were compelled to abandon their vessel.

“ In the early part of the seventeenth century Spitzbergen became the seat of the most flourishing whale-fishery that ever existed, as many as between 400 and 500 sail of vessels, principally Dutch and Hamburgers, resorting there in the season. It then became obvious that it would be very advantageous if something in the shape of a permanent settlement or colony could be found in Spitzbergen; and the merchants engaged in the trade offered rewards to their crews, to induce some of them to make the hazardous experiment of trying whether human life could be supported there during the winter. For a long time this was believed to be impossible; and, as no volunteers could be prevailed upon to risk their lives in the solution of the interesting

problem, an English company hit upon the ingenious and economical idea of trying it upon some criminals who were under sentence of death in London. Accordingly they procured 'a grant' of these culprits—probably sheep-stealers, papists, or some such atrocious criminals—and offered them their lives on condition that they would pass, or try to pass, one winter in Spitzbergen. Of course they were glad to purchase their lives on any terms, and at once acceded to the conditions. They were taken out in one of the whalers, and a hut was erected for their winter quarters; but when the fleet was about to depart, and they saw the awful gloomy hills, already white with the early snows, and felt the howling gales of the north-east wind, their hearts utterly failed them, and they entreated the captain who had charge of them to take them back to London and let them be hanged, in pursuance of their original sentence, rather than leave them to perish in such a horrible country! The captain seems to have had more of the "milk of human kindness" in him than his philanthropic employers, for he acceded to their request, and took them back to London. As hanging them would not have been of any pecuniary benefit to the company, they were then good enough to procure a pardon for the men.

"This story reminds me of a conversation which I once heard some of my yacht's crew holding together. They were discussing the respective merits of hot and cold countries—the West Indies *versus* Spitzbergen; and one fellow was urging that, although 'neither rum nor tobacco grew in Spitzbergen,' still the continual 'blow-out' of fat reindeer which it seemed to afford, might be considered as a point in its favour. To him the other:—'Well, Bob, all I can say is, that I would a deuced sight rather go to the West Indies and be hanged there, than die a natural death in this here —— country!'

"Soon after the failure of the criminal plan, the experiment of wintering in Spitzbergen was involuntarily tried by four Russian sailors, whose vessel was lost or driven away by ice while they were ashore, on a desolate part of the eastern division of the island. These poor fellows had nothing but what they stood up in, with one gun and a few charges of ammunition; but they appear to have been men of a very different stamp from the London jail-birds, and they at once set to work to make the best of things. They built a hut, and killed some reindeer with their gun, and then, their ammunition being exhausted, they manufactured bows and arrows, spears, and harpoons, of drift-wood. They pointed their weapons with bones and pieces of their now useless gun, and twisted their bow-strings out of reindeer's entrails. They made traps and nets for birds and foxes. With these rude and imperfect weapons

they not only provided themselves with food and raiment, but kept off the assaults of the Polar bears. It is almost incredible ; but these men not only survived, but preserved good health for six long years. It seems extraordinary that such energetic fellows as they clearly were should not, in all that time, have contrived to travel across the country, or round the shore, to the west coast, were they would have been certain of relief every summer, especially as they were on the most desolate part of the island, and one often inaccessible, and always little frequented by the whalers. In the sixth year of their captivity, one of the four died, and the survivors began to lose all hope of deliverance, and to fall into a state of despondence, which would certainly have soon proved fatal to them all, had not a vessel at this time fortunately approached the coast and rescued them. During their long banishment these poor Robinson Crusoes had killed such quantities of bears, deer, seals, and foxes, that the proceeds of the skins and blubber made a small fortune for them.

“ Other parties of winterers were left on these desolate shores, both accidentally and intentionally, and although in some cases they all miserably perished, still the possibility of maintaining life throughout the horrors of a Spitzbergen winter was made manifest, and a company of Russian traders in Archangel organised a regular wintering establishment, for the purpose of hunting the seal and the walrus, the Polar bear and the reindeer. Their men were left there in September or October, and were distributed in small parties of two, three, or four individuals each, in wooden huts, which had been constructed in Archangel, and were erected in different parts of the coasts and islands of Spitzbergen. The men were paid by a share of the proceeds, and were supplied by their employers with provisions, consisting principally of rye-meal, salt pork, and tea. They had a sort of head-quarters establishment at Hvalfiske Point, which was under the charge of a superintendent or clerk, who distributed the supplies to the hunters and collected the skins and blubber from the different outposts ; and the company sent over a vessel in the month of May every year, to relieve the men and carry the proceeds of their labour to Archangel.

“ It was probably found to be too severe a strain upon the constitution to pass successive winters in this way, as I believe it was usual for these men only to remain every alternate winter in Spitzbergen. In 1858 I was informed there was still living at Kola, in Lapland, an aged Russian who had actually wintered thirty-five alternate seasons at Spitzbergen. Many of these hardy fellows, however, succumbed to scurvy and the hardships they endured, and many hundreds must have thus

miserably perished, as the traveller in these awful solitudes frequently comes across the ruins of a small log-hut, with two or three green mounds or cairns of stones in front of it; and it is also common enough to see the skeletons of the hapless Russians bleaching alongside of those of the bears and reindeer they had killed and subsisted on while living. They seem to have killed an immense quantity of animals of different sorts, and the consequent profits must have been large, as, in spite of the number of lives which were lost, the establishment was kept up until about seven or eight years ago, when such a dismal tragedy occurred at Hvalfiske Point, that the company was broken up, and I believe no one has ever since wintered in Spitzbergen.

“During the summer of the year in question,* a prodigious quantity of heavy drift-ice surrounded Hvalfiske Point and all the southern coast of East Spitzbergen. The men belonging to the Russian establishment had all come in from the various outposts, and were assembled at the head-quarters to the number of eighteen, waiting to be relieved by the annual vessel from Archangel. By a concurrence of bad fortune, this vessel was lost on her voyage over, and was never heard of again. The crews of the other vessels in Spitzbergen know nothing of these men, or if they did, they naturally supposed that the care of relieving them might safely be left to their own vessels, as nothing was yet known of her loss either there or at the Archangel. The ice in the summer months prevented any vessel from accidentally approaching Hvalfiske Point, and no one went near it until the end of August, when a party of Norwegians, who had lost their own vessel, travelled along the shore to seek for assistance from the Russian establishment; but on approaching the huts they were horror-struck to find its inmates all dead. Fourteen of the unhappy men had recently been buried in shallow graves in front of the huts, two lay dead just outside the threshold, and the remaining two were lying dead inside, one on the floor and the other in bed. The latter was the superintendent, who had been able to read and write, and a journal-book lying beside him beside him contained a record of their sad fate.

“It appeared that early in the season scurvy of a malignant character had attacked them; some had died at the out-stations, and the survivors had with difficulty assembled at the head-quarter station, and were in hopes of being speedily relieved by the vessel; but the latter not arriving, their stores got exhausted, and the unusual quantity of ice surrounding the coast prevented them from getting seals or wildfowl on the sea or on the shore. In addition to the scurvy, they then had the

* I forget the precise date, but I think it was either 1850 or 1851.

horrors of hunger to contend with, and they gradually died one after another, and were buried by their surviving companions, until at last only four remained. Then two more died, and the other two, not having strength to bury them, dragged their bodies outside the hut and left them there. These two then lay down in bed together to await their own fate, and when one of them died, the last man—the writer of the journal—had only sufficient strength remaining to push his dead companion out of the bed on to the floor, and he had soon afterwards expired himself, only a few days before the Norwegian party arrived. The Russians had a large pinnace in the harbour, and several small boats on shore, but the ice at first prevented them reaching the open sea, and latterly, when the ice opened out, those who survived so long were much too weak to make any use of the boats. The shipwrecked Norwegians, therefore, took advantage of the pinnace to effect their own escape to Hammerfest, carrying with them the poor superintendent's journal, which the Russian consul at that port transmitted to Archangel."

ROYAL YORKSHIRE YACHT CLUB REGATTA.

On the 25th of July the annual aquatic sports commenced, and were witnessed by some thousands from the different towns, both far and near. A numerous flotilla of yachts contributed greatly to the pleasure of the meeting. A strong S.S.W. wind, in fact nearly half a gale, gave the several crews an opportunity of showing their nautical skill.

The first race was for two prizes, viz., a cup, value 60 sovs., for the first vessel, and another, value 15 sovs., for the second. Time race, for any rig. The following entered :—

Numbered as in Hunt's Yacht List for 1861.

No	Names of Yachts	Rig	Tons	Owners	Builders
1056	Violet	schooner	18	John R. Kirby, Esq.	Aldous
	Antagonist.....	cutter	25	Thos. Bigg, Esq.	
13	Albertine	schooner	130	Lord Londesborough	Inmann
794	Queen	cutter	25	Capt. Whitbread	Wanhill
807	Rapid	cutter	47	Major Bannister, V.C.	Inmann
29	Amber Witch	yawl	51	Capt. Bacon.	Wanhill

The Violet did not make her appearance, and the Antagonist, after running about half-way down the coast, which was round the Bull buoy off the Spurn, retired. The morning was cloudy, but the wind was all that could be desired, especially for a vessel of the Albertine's size. So

far she had the race in her favour. At 10h. 50m. the preparatory gun was fired, and shortly afterwards the start took place. The Rapid was the first off, and was quickly followed by the Amber Witch and the Queen, the schooners being a few minutes longer in getting up their weightier canvas. The enormous sails of the commodore's vessel looked very beautiful, as she started like some huge sea bird after her smaller rivals. But it was soon evident that in point of speed, with a free wind, she was much superior, and before reaching the Hebbles she had taken the lead, and every moment increased the space between herself and the Rapid and the other vessels. In returning from the Bull float, the Albertine was ahead, but as she had to allow the Rapid and Amber Witch about 40 minutes each, it was doubtful whether she would gain sufficient time. The Amber Witch followed the large schooner, and the Rapid and Queen kept pretty close, the former leading. Subsequently the Queen gradually gained: and the Rapid took the Lincolnshire side of the river, a course which evidently did not avail her. In a few minutes after the Albertine got up. About four o'clock the Amber Witch rounded the winning post, making a very good second, and the Queen followed a little distance astern, the Rapid being about half a length in the rear. Notwithstanding the Albertine came in first, the allowance she had to make placed her the last on the list; and the Queen, which came in third, received the first prize, and Amber Witch second.

Albertine had to allow Queen	52m. 30s.
„ „ Rapid	41m. 30s.
„ „ Amber Witch ...	39m. 30s.
Amber Witch to allow Queen	13m. 0s.
„ „ Rapid	2m. 0s.

The Amber Witch arrived 4 minutes after the Albertine, and the Queen 12m. 30s. after Amber Witch, thus becoming the winner of the principal prize.

The noble Commodore (Lord Londesborough) presented the first prize cup to Capt. Whitbread, of the Queen; and the second to Capt. Bacon, of the Amber Witch. The yachts were well handled, and the uncertainty which for a time prevailed at the close, as to the result of the contest, invested it with much interest.

During the sailing of the above race, the next on the card was proceeding, likewise for two prizes for yachts not exceeding 15 tons:—the first prize, a piece of plate value 20 guineas; and the second a cup, value 6 guineas. The entries were:—Fairy, schooner, 9 tons, Mr. J.

Spence ; the Brunette, schooner, 11 tons, Mr. C. Simpson ; the Undine, cutter, 8 tons, Capt. Cater, R.N. ; and the Pearl, cutter, 10 tons, Mr. Francis Hoare. Of these, however, the Pearl did not start, as her owner considered the weather too rough for his light craft, and the Brunette, after bearing down the river, about halfway, also thought better of it, and left the course open to the Undine and Fairy, which held stoutly on to the end, and did not sustain any damage. The match, reduced to two competitors, was, however, somewhat deprived of its full interest. The gallant little Undine obtained and maintained the lead, coming in close upon the larger craft which had been engaged in the first match, and leading some of the lookers-on to the conclusion that with a good strong wind an allowance of half a minute per ton for inferior tonnage is more than the actual nature of the case calls for. The Undine, of course, received the first prize, and the Fairy the second.

There was an excellent rowing-match between the Kingston, Lincoln, and St. George's Clubs, which was one of the most interesting amongst the shoregoing people, and the Kingston was hailed the winner, the crew of which were Messrs. Toogood, Halliwell, W. Sissons, Glossop, J. B. Sissons, Mason, and W. J. Robinsou coxswain.

A keel race also took place, which is confined to the locality, and of course caused some stir among "the natives." The Beaumont beat six others.

Duck hunts and other amusements closed the day.

Second day opened rather dismally—in fact, it was wet, and the aspect of affairs did not appear particularly lively. However, as the day advanced things looked up, and by noon, when the remaining events were proceeded with, the rain clouds had cleared off. The most interesting affair gone into was a contest for a cup, of the value of 20 guineas, given by Mr. T. Holden, Deputy Vice-Admiral of the Yorkshire coast, and open to yachts of any tonnage sailing in connection with the club. In this match there were seven entries, viz., the Brunette, 11 tons, Mr. C. Simpson ; the Sylph, schooner, Mr. H. Bugg ; the Antagonist, 25 tons, Mr. T. Bigg ; the Pearl, 10 tons, Mr. F. Hoare ; the Amber Witch, 51 tons, Capt. Bacon ; the Rapid, 47 tons, Major Bannister ; and the Undine, 8 tons, Capt. Cator, R.N. The contest was well maintained, and extended over about six hours. The Amber Witch and Rapid, the two largest yachts, gradually distanced their competitors, and came in first, the Undine being third, the Antagonist fourth, the Pearl fifth, the Brunette sixth, and the Sylph seventh.

A contest between fishing boats, for a prize of 20 sovs., next took

place, and was shared in by several Paull shrimpers, craft of about 6 tons. The Rapid (W. Wilkin) carried off the prize.

The most amusing item in the day's proceeding was a Sculling Match in Tubs of four feet diameter, the prize being a Silver Cup, subscribed for by a number of the ladies of Hull and district. Three entered, viz., the Tiger, Jaundice, and Aunt Sally ; but only the Tiger, manned by Mr. T. H. Lyons, and the Aunt Sally, by Mr. Allen Jackson, actually competed. After an active struggle, Mr. Lyons won by about 200 yards.

A second match was got up for keels, and fifteen started. The six leaders came in at the close as follows :—John Hurst (W. Thompson), Hope (Morris), John Malcolm (W. Thompson), Sally (Earle, Woodall, and Co.), Rhine (G. Patrick), and Vine (R. Hewson). It was contended, however, that the Hurst passed the wrong buoy when a considerable distance ahead of the others. It should also be mentioned that a rather serious collision took place between the Vine and the Exchange, one of the competitors not mentioned above.

A match between man-of-war boats, for 5 sovs., was contested by two sturdy crews of marines and sailors ; and a punt, duck hunt, &c., brought the two days' agreeable sports to a conclusion.

This has been one of the most successful regattas known on the Humber for many years ; and great expectations, from the zest with which the Commodore enters into the details, are anticipated. The club has wealthy members, and every requisite necessary to become one of the first in the pleasure navy. •

SWANSEA REGATTA.

THE weather on this occasion (Aug. 15th. and 16th) was delightful, accompanied by a splendid breeze from W.S.W., which tended much to enhance the pleasures of those engaged in the several contests. An immense number of persons attended on shore to witness the gaieties of this annual *fete*. The following gentlemen formed the sailing committee :—J. C. Richardson, Esq. (Mayor of Swansea ; H. H. Vivian, Esq., M.P. ; L. L. Dillwyn, Esq., M.P. ; S. Benson, Esq. (Chairman of the Harbour Trust) ; J. T. Jenkin, Esq. ; W. Pegg, Esq. (Umpire) ; S. Padley, Esq. (Treasurer) ; G. Young, Esq. (Secretary) ; and J. Lewis, whose exertions to promote the interests of the several competitors elicited much commendation. A brass band belonging to the Rifles enlivened the scene by sweet music. The ships in harbour were gaily dressed, and many of the yachts, also, were gorgeously decorated.

The Pilot Boat race was the first of the day, and this year excited more than usual interest from the fact that several of the boats were more equally matched than in former years, in consequence of the improvements recently introduced in their build. Another cause was the entry of a fast Cardiff pilot boat, put forth by that port as its "crack" competitor, and also a favourite from the port of Neath. The latter, however, did not show, but the Cardiff boat, called the Mischief, was at her post, but throughout the race rather belied than sustained the quality implied in her name. The first prize offered was £5, second ditto £3 10s., third ditto £2 10s., fourth ditto £3, fifth ditto £1. The race was open to the pilot boats of Swansea, Neath, Port Talbot, and Cardiff. The boats, eight in number, started at 12h. 20m., six boats from Swansea and one from Cardiff contesting. The Alarm, being the lee boat, had a clear start and considerable advantage over the other boats, and therefore soon shot ahead, but was closely followed by the Vigilant. The boats returned round the upper mark the second time, when they were in the following order:—The Alarm first, Vigilant second, followed by the Rival, Swanzey, and Providence. It was in this order that they came in to the winning buoy, the others having retired from the contest; the Cardiff boat was a very long way behind, and it is the opinion of competent men that had there been a still stiffer breeze, the "crack" Cardiff boat would have been beaten by at least a third of the distance.

The next race was between yachts for the Borough Members' gift, a silver cup, value 25 sovs., or any other piece of plate (at the option of the winner) of the same value, to be sailed for by yachts up to 40 tons. A time race, half a minute per ton allowed for difference of tonnage. Entrance, one guinea. The following yachts entered:—

Numbered as in Hunt's Yacht List for 1861.

No.	Names of Yachts	Rig.	Tons.	Owners.	Builders.
430	Glance.....	cutter	36	A. Duncan, Esq.	Hatcher
603	Lurline	cutter	32	J. Atkins, Esq.	Wanhill
482	Ianthe.....	cutter	20	W. D. Pegg, Esq.	
96	Blue Bell	cutter	30	S. Padley, Esq.	Mare

The Leander, 32 tons, T. Robinson, Esq., was entered, but did not start, for some unexplained reason.

The Glance having, since in possession of Mr. Duncan, regained much of her former celebrity, was the favourite, and we certainly congratulate King Dan that she has been successful; for after Mr. Bartlett sold her and she went into the Royal Cork Club, she was very unlucky, yet Major Longfield was an active, zealous devotee to racing.

However, such is the fact. It is not every owner who purchases a crack yacht that can keep up her *prestige*, spend he ever so much to do so.

The yachts started at 12h. 45s., and the dexterity and activity of the crew of the *Glance* were seen to great advantage by the rapidity with which her canvas was set—in fact it was set some five minutes before that of any other boat. After going at a capital pace the boats arrived at the pier headmark as follows:—*Glance*, 2h. 10m. ; *Lurline*, 2h. 12m. 30s. Soon afterwards the *Blue Bell* withdrew, having carried away her cross-tree, and the *Ianthe* came to grief from having carried away her mast. The race now lay between the *Glance* and the *Lurline*, and a splendid one indeed it was ; and as the boats came within sight of the spectators considerable anxiety was manifested as to the result. The boats had to round the mark a second time, and towards the end of the race the *Lurline* drew slightly on the *Glance*, but ultimately the boats arrived at the winning mark as follows ; *Glance*, 3h. 41m. 30s. ; *Lurline*, 3h. 43m.

It is stated that *if* the *Lurline* had been more speedily under canvas, it is possible the tables *might* have been turned. There is always some reason why our particular pet does not win.

A prize of 10 sovs., for yachts not exceeding 15 tons, time race ; but in consequence of the wind being so strong, there was a great difficulty in getting it filled.

Several rowing matches, however, made up for the deficiency, and the day concluded with a spread at the Markworth Arms, the Mayor in the chair, numerous supported. The members announced their intention of giving a similar prize next year, and about 50 sovs. was subscribed for the like purpose.

Second Day.—Friday was in every respect a better day for yachting than Thursday, the weather being very beautiful, and the breeze a trifle stronger. There was a larger and more respectable company, and the proceedings altogether were more interesting. Much curiosity was evinced in the pilot boat race, the friends of the *Vigilant* being exceedingly elated to find her ahead of the *Faith*. In the small and grand yacht races there was also considerable excitement manifested, especially when it was found that the *Glance* and *Lurline* were again neck and neck in running for the Swansea prize. The race between the *Vesper* and *Blue Bell* in the second class yachts' prize was also a good run. Perhaps the finest sight during the afternoon was the start of the fishing skiffs ; no less than fifteen starting, and all of them keeping close together up to the east mark. We subjoin the following account of the day's races:—

The Swansea Harbour prize of 20 sovs., for pilot boats, first prize, 12 sovs.; second, 5 sovs.; third, 3 sovs.; to be confined to the Swansea pilot boats. The following boats started:—Vigilant, Rival, Faith, Swanzey, Alarm, and Providence. The Vigilant had the weathermost buoy, the Providence next, Swanzey next, the Rival, Faith, and Alarm being next. The distance was, as on Thursday, once and a half round. The boats started at 12h. 40m., and the Vigilant took the lead; this she maintained throughout. On nearing the pier-head, however, the Vigilant was closely followed by the Alarm, and a most exciting race home ensued; the Vigilant, however, won, but only by a few lengths.

The next race was two prizes; 15 sovs. for the first yacht, and 5 sovs. for the second; for which the Vesper, 16 tons, G. A. Bevan, Esq., and Blue Bell started. The race was well contested between these rival yachts; for year after year they contend against each other; and both belonging to Swansea, much interest is therefore taken in their progress. The Blue Bell was the winner of the first prize. This vessel has been considerably improved. The Vesper is the well-known opponent of the Vampire, and it requires a small craft to take the “shine out of her.”

The next race was for the Swansea prize of a purse of 40 sovs., open to yachts of any royal club, from 16 to 50 tons; time race; half a minute per ton up to 40, and a quarter beyond.

Only two started; viz., Glance and Lurline.

This was *the* race of the day, and, considering how close they were to each other on Thursday, the betting was even. After a splendid start, both craft went off at a spanking rate, and kept together so closely, that the interest on shore was heightened to such an extent as to produce no ordinary excitement. On returning for the second round, the star of the Lurline appeared in the ascendant, for she gradually gained on the Glance, and passed her. This, however, did not last long. The Glance again caught the wind, and gradually resumed the lead. This was afterwards kept, and after a most beautiful race, during which both yachts were very skilfully sailed, they came in at the winning flag in the following order:—Glance, 4h. 31m.; Lurline, 4h. 34m. A protest was entered against the Glance on the ground that she had touched the mark in rounding. This was, however, overruled by the umpire, the evidence being insufficient.

A prize of 10 sovs. for yachts not exceeding 15 tons, not used for the purposes of commerce. The Ariel, Viner; Petrel, Thomas; and Mystery, Spencer, started in good style, the Ariel coming in first, the Mystery second, and the Petrel gave up the contest. The Mystery

carried away her topsail at the most critical moment, or the result would have been probably more favourable to her.

A prize of 6 sovs. for the fishing smacks of Swansea and the Mumbles; first prize 3 sovs., second 2 sovs., third 1 sov. Fifteen boats started altogether, and up to the eastern mark the sight was one of the prettiest during the regatta. After a capital run the *Susanna* came in first, followed by the *Lulworth*, and the *Pearl* third. Whilst the boats were out there were various rowing matches in the harbour, followed by a duck hunt, which afforded a fund of amusement. The Swansea Regatta for 1861 was certainly the most successful that ever was witnessed in the Bristol Channel, the weather fortunately being most propitious.

SKETCHES OF NAVAL LIFE.*

BY AN OLD SALT.

CHAPTER XIII.

So MY friend Billy got spliced, as we sailors say, and he was so respected on board that both officers and men got up quite a grand nautical ball on the occasion, at which Mrs. W. figured in rich and variously coloured garments, on her being made, what Billy called, "an honest woman of;" and to her very great and lasting credit be it spoken, she was constant and true to him, and otherwise well and properly conducted.

At last our sailing orders arrived, and the dreaded command was given to clear the ship of all strangers, male and female. It was a painful sort of thing to witness this parting of Jack and his sweetheart; true, animal feeling, rather than moral sentiment, was predominant; but it was truthful and from the heart in many cases, where both loved dearly and fondly, and parted in unfeigned grief—the poor girl to return to a world that shunned her, and her sailor lad to face the battle and the breeze, far far from home, and those kindred ties that render it so dear. When the last boat, with its *frail* cargo, had departed, the hands were ordered to divisions; and on their being mustered, we found seven more men (query, women,) on board, than we ought to have. Our first lieutenant felt a little posed, not as to the fact, but how to deal with it. Women he knew they were. The useful course, when an officer was in a fix, was to blow some subordinate well up for *his* share of the negligence, and fear might sharpen his wits into the way out of the scrape.

* Continued from page 361.

“ Here, youngster, pass the word for the master-at-arms! ” “ Aye, aye, sir, ” “ Here, you, sir, tell the master-at-arms to come aft; ” and accordingly this functionary duly appeared.

Now the master-at-arms in a man-of-war is not only an inspector of police, but he is a secret service man, and knows far more about every thing and every body on board than their philosophy dreams of; and, above all things, is he cordially detested and feared by the major part of the crew, and (if not bought over) by the midshipmen also. Add to this, that ours was a perfect Tartar, with the eyes of an Argus, the wits of Old Nick, and the sly look and stealthy tread of a fox, and you may have some idea of the man who presented himself to the first lieutenant’s notice, according to orders.

Now, there’s a prevalent impression that roguery cannot look honor and honesty in the face, but this man very palpably gave that theory the lie. For although he was sent on board the ship *for his country’s good*, he being a most successful and notorious thief, he could put on and keep up a look of such perfect simplicity that, not knowing the man, you would fancy him a decent, simple, foolish sort of fellow, who was very likely to be the *robbed* in the lieu of the *robber*.

First lieutenant—“ Well! master-at-arms, may I ask why the women are not all out of the ship according to orders, eh? ”

“ Vimen, sir! oh dear, sir, isn’t they, sir! I’m werry sorry, sir. ”

“ Confound your affected simplicity, sir, stow it when you address me, sir. You know we have seven extra hands on board, and *they are* women; and now Mr. Innocence, I’ll just give you till 4 p.m. to find them out, and if you don’t I’ll disrate you. No reply, sir, but away with you out of this, and do your duty ! ”

Away went the master-at-arms with the old lurking smile on his face, as if he had little doubt about finding out the ladies in question, and shortly after he came back, and asked leave for a lingering bumboat to come alongside, and when desired to explain his reason, he said “ he’d a ’orrid cold, and horanges vos werry good for it. ” So he accordingly bought a lot and put them in his pocket; and shortly after the hands were piped to dinner, and the grog served out, a little extra grog and time to drink it being this day given, in consequence of the quiet way the women had left, and the men conducted themselves at parting.

Now, in our ship, complete relaxation was allowed at dinner time, Jack and the petty officers passing jokes and larking together, “ hale fellow, well met, ” no one presuming on his standing. This day the master-at-arms was seen to be very friendly in his manner when the grog was served, chatting to everybody alike, and wandering about the

between decks sucking oranges most assiduously. Now and then he stopped, smiled on a young sailor, chucked an orange into his lap, and then went on sucking as if life and death were in the matter, until the hands being piped up, discipline was restored, and every man "know'd his ossifer as sich," as the boatswain used to say, and "hacted 'cordinly." The hands were scarcely on deck before the master-at-arms told the first lieutenant he could point out the ladies in question, if the men were ordered to divisions once more. At once, and without a question this was done, and wonderful to relate, and curious to behold, our "Jack Ketch," as he was called, lugged out six of the seven women, dressed as they were in sailor's attire—the doctor substantiating each case, by making the delinquent untie her neck handkerchief, and expose her throat fully, thereby showing the absence of that bump, or hard projection in the man's throat, said to have its origin in the first piece of the first apple given by Eve to Adam, sticking in his throat, from sheer repugnance of the sin forced upon him by his less scrupulous partner! Why he didn't find the seventh arose pretty much from the fact that she was stowed away in the maintop chest, quietly peeping down on the operations under process on deck. Well, a shore boat was hailed, and the poor girls put in it, a few shillings given them by the officers, and away they went in tears, at parting from their lads.

Our first lieutenant sent for "Jack Ketch," and said "Master-at-arms, if I do not ask a question you would rather decline answering, be pleased to explain how the deuce you found out the identity of these poor girls?"

"Vy, sir, by a studyin' of natur'."

"Come, sir, cease jesting. if you please, and give me the plain fact, or not, as you choose!"

"I isn't jokin', sir, and this here's the dodge:—You sees as how vimen vears pettycuts, and men trowsers; now, sir, if so be as I chucked you a horange, you'd down with your opened hands, like vinkin', to catch it; but a voman as has a pettycut tries to catch it in her lap; so that's how I did it, sir,—by the study of natur', sir!"

Well, just as our first luff and Jack Ketch were cogitating how to catch the seventh poor lassie, I brought the captain alongside in his gig, and "Hoist up!" or "In all boats, and heave short!" was the order; "Loose sails, sheet home, and set the three topsails and spanker!" was the next; "Set top-gallant sails, and up jib!" the next: "Heave and away," was the next: "Cat and fish the anchor, board fore and main tacks, and aft sheets!" was the last, and off we went from dear old Plymouth Sound so Spithead for further orders.

Shortly after we got clear out, it came on a drizzly rain, with squalls from the S W., which soon steadied to half a gale, with thick weather; and as by this time it was a service of danger to be running ten knots an hour direct up channel for fear of coming in contact with other vessels, the most strict look out was kept, that is, unaided by fear, our lads very wisely arguing that seventy-five per cent of the vessels closing with us would get the worst of it. As a general rule, indeed, small vessels keep a brighter look out than large ones, fear seeing farther and more quickly than confidence. However, be this as it may, just after passing Start Point, the look-out man at the jib-boom end had only just time to cry out "Hard a-port!" when the frigate came in contact with and passed over some small body, genus unknown; and the next minute three men, pale with terror, made their appearance on deck from over the bows, whence they had scrambled up by aid of the bobstays, &c. They were a father and two sons, owners of a fishing boat from Torbay, which we had just run over and sunk, to rise no more, taking with her a man and boy, less fortunate than the three above spoken of.

Before a thought was given to *them*, the frigate was rounded to, top-sails double reefed, and top-gallant sails stowed in less than five minutes, and in five more she was close hauled and every sail set like a board, and every soul on the look-out for the poor wee vessel and the souls on board her.

In the meantime the three unfortunate *fortunates* were ordered aft, and asked who they were, what they were, and where they belonged to? This happened about half-past nine at night, and daylight was getting a matter of history, so that what with their loss and fright, and the gradually apparent fact that they had become involuntary volunteers into H.M. service in war time, the poor fellows were in the last stage of fear and bewilderment, not a little added to by our Governor, closing the conference by saying to the first lieutenant, "Mr. H——, as these men are *volunteers*; and seemingly connected, place them together somewhere, with the rating of able seamen, and if, in the course of *a year or so*, they conduct themselves properly, I shall make petty officers of them!" Poor fellows, they stared at our incorrigible skipper for a moment in stupid astonishment, and then exclaimed, "Ou, zur, we aint no wollenturrs, we didn't mean to, you runned uz down, and uz cum'd aboard to zave life: don't press uz into sarvice, pray don't!" Our commander, simply pointing to the fore part of the ship, said, "My men, it is not my custom to bandy words with my people; you've joined this ship of your own will; if you don't like her leave her by the same means you joined her; but, if you stay, you belong to her, and become

three of H.M. able seamen, with which honour you ought to be fully satisfied:—so, not a word, but go forward.”

During the middle watch of that night, the undetected female in the main-top chest and I—I being, in virtue of my littleness, most earnestly requested to share her temporary abode by the devoted husband—very freely discussed the inhuman conduct of our commander in thus setting decency and feeling at defiance, by pressing three poor men into the service, under the existing circumstances; all hands agreeing that a more unwarrantable piece of arbitrary abuse of power was never before exhibited. However, we could only grumble to ourselves, but still the old hearty way of doing duty was gone; looks turned up and full of fun, were now bent *down* in sorrow and disgust, often but but ill concealed: and in this way things went on until we got to Spithead, which it took us a week to reach, our unlucky sou'-wester dying away with daylight, and leaving us to roll yardarms under, nearly, in the trough of a S.W. sea, rising like a wall against an ebb N.E. tide.

When we anchored at Spithead, just as the captain was going on shore, the poor fisherman and his two sons came to the gangway in fear and trembling, and begged on their knees to be allowed to go home. I was just going over the side, and turned round to look on the captain as he stood with these poor men kneeling before him. Something there was that moved him very much, as I could see by his compressed lips, but he overcame it, whatever it was, and said, in his usual stern way, “Rise, men, do you hear—rise, I say, or I’ll—— Master-at-arms!”

“Sir,” said that ready wretch, of whom it was observed, no one ever *thought* his name, but he was beside them.

“See you to these three men, sir, for, *on my soul and honour*, if they are allowed to desert from this ship, I’ll flog you within an inch of your life; and you my lads. go to your duty, and rely on *my* finding the proper time and mode of dealing with you. Now, young K——, what the devil are you gaping there for, sir? and I wanting to go on shore,—get into the boat, sir!”

Accordingly, away we went on shore, and I can safely say I never sat beside a person, either before or since, I so detested and despised as I that day did the man whom before I had looked up to as the very *beau ideal* of a gallant officer and noble gentleman. And when, on our reaching the Point at Portsmouth, our captain said, “Youngster, come to the —— and lunch with me at two o’clock,” I had the greatest possible inclination to say, “No, I won’t;” but I had such fear of him I dare not do it. So accordingly, I went. He was there, and lunch ready; so down we sat, he ordering the waiter out of the room. After helping

me to food; which I loathed as coming from his bounty, he said, "Now, you K——, I wish to know, seriously, if you have the peculiar faculty of hearing and seeing *everything* and saying *nothing*; in other words, if I place a secret in your keeping, will it be in safe and secret custody?"

"If you please, sir, if its anything *b-a-d*, sir, I'd rather not know it," said I. My predispositions against him making me think he wanted me to poison the three fishermen, and to say nothing about sinking their vessel.

Talk about raising the devil! indeed! that would have been something dreadful, no doubt, but just nothing in comparison with *raising* our captain. If you resist the first he flees from you, but, in resisting the last, I found myself dangling in mid air, and my whole frame shaken out of shape in his iron grasp, and he held me up on a level with his eyes, and said, between his teeth, "*Bad*, you whelp; what do you mean by *bad*?"

VOYAGE OF THE CHARTER OAK YACHT.

WE have been requested to preserve the history of this little vessel, on account of the extraordinary passage she made, from New York to Liverpool, in 1856. The builder and owner of her (Mr. C. R. Webb) was one of the most enterprising and sanguine men America ever produced, and we cannot do better than let him speak for himself, and tell his tale in his own unvarnished style:—

This extraordinary little vessel is only 23 tons register, 43 feet long, 13½ feet wide, 5½ feet depth of hold, with 4½ feet draught of water. She was built at Stamford, Conn., by myself, personally, and by myself, and one young man, who had never been to sea before, navigated across the stormy Atlantic without a chronometer or chart of the English coast, yet our first land fall was the Tuskar light, situated at the entrance of St. George's channel, and anchored our little vessel at midnight in the river Mersey without the aid of a pilot: considered by nautical men one of the greatest exploits of any age or nation. I embarked on this extraordinary voyage under the most difficult circumstances on record, from the fact that I was minus the funds wherewith to purchase the necessary requirements for a transatlantic voyage; had I been possessed of those advantages I would have made the passage in twenty-six days instead of thirty-six. This liliputian structure has created the profoundest sensation throughout the whole civilised world, and more

especially Europe ; she even excited the curiosity of the blind: one old gentleman in particular, eighty-five years of age, who had formerly been a ship captain in the East India Company, came down one morning and measured the length and breadth of her with his own hands to satisfy himself of the fact, " For," said he, " I could not believe that so small a vessel could live to sail over the broad expanse of three thousand five hundred miles of old Ocean's stormy waters." But such is the fact; she has performed the feat, and stands forth a tangible specimen of what perseverance and energy can accomplish, and show to our transatlantic brethren the sort of stuff that Yankees are made of.

The "Charter Oak" tree, from which the little vessel derives its name, has been for the last 237 years one of the most pleasing recollections of our patriotic associations, and I feel proud to think that I have been the author of the heroic affair that will tend to perpetuate the memory of that glorious old tree, which so nobly protected the old Connecticut charter, that was founded upon scientific religious principles of freedom, the adamant basis of whose reputation has stood unhurt amid the fluctuations of time; and the fame of that venerable old tree shall go down to posterity, emblazoned on our nation's page of history, until the latest existence of this huge rotundity of earth.

The frame of the yacht Charter Oak, was worked out in the city of New York in the fall of 1854. In the spring of 1855, I transported it to Stamford, Conn., and there, in a mill-pond, laid down the keel and foundation timbers of the smallest *greatest* specimen of naval architecture the world ever witnessed, and proceeded to build her from time to time until her completion, when she was launched, on the 12th day of November, 1856. I was so anxious to complete her at that precise time, it being my father's birthday, that I omitted to plug up a couple of spike holes which missed the timbers ; the consequence was she sunk down to her deck in three hours after leaving the ways. Here was a recommendation and a position for a vessel designed to cross the ocean. You may well imagine the many beautiful compliments showered on her then. But I was not to be disheartened by any obstacles which might present themselves to view. I let her soak for three days ; then commenced the resurrection by bailing all night long, in order to keep afloat until the next day, which was assigned for her exit through a flood-gate only one foot wider than herself, through which the current ran so strong that it took the combined strength of forty men and one pair of oxen to pull her through. They were at last successful, and on the 17th of November, 1856, for the first time, the Charter Oak floated in the open sea, on which she was destined at a future day to act so

conspicuous a figure. I laid her ashore, stopped the leak, and fitted her out, as far as circumstances would admit, for a cruise in Long Island Sound.

We sailed from Stamford to Black Rock, and was there wind-bound for a week, in great danger of dragging ashore a number of times, for we had no proper cables or anchors. At last the wind came favourable, and on Sunday, the 20th of December, we set sail from Black Rock for the high, barren, sandy head-land of Mount Misery, which stands at the entrance of Port Jefferson Bay, Long Island, and rightly named it is; for it proved miserable enough to me, as the sequel will shew. We cast anchor at the head of the bay, and cleared all away snug for the night. The morning dawned, with all the loveliness that Nature could boast of at that season of the year; but before night the sky was changed, and a snow-storm betokened itself in the east, which came on about twelve o'clock the next night, and continued to increase until it became one of the severest storms known in that vicinity for the space of forty years. For two days and nights did the little Charter Oak ride out the fury of the storm; but as the gale increased she parted her cables, and was fast drifting upon a pile of danger, when we hoisted her sails, and ran her high and dry between two docks, otherwise the Charter Oak would never have borne her classic name to the rock-bound shores of Albion. She drove up so high on the beach, by the force of the breakers, that the next tide did not reach her by twelve feet. Here was a dilemma to be placed in, likewise the pleasing prospect of being frozen up, unless immediately extricated from this unenviable situation. The ice and snow was piled up around her to the height of three feet. Here was another difficulty to be overcome. Talk about the Polar sea, the Arctic regions, the Kane and Franklin expeditions, they are not a circumstance to Mount Misery in a snow-storm. However, determined not to be overcome by the elements, we removed the snow and ice, raised her up with powerful jack screws, and placing rollers under we succeeded once more in launching her in her native element. We took our departure from the scene of disaster on the 31st of December, 1856, back home again, where she remained until the 1st of June, 1857, during which time I was engaged on a voyage to Liverpool in the clipper ship, Phoenix. Returning the 1st of June, I took the Charter Oak to New York, and at Pike Slip fitted her out for an Atlantic voyage, to sail back again over the same track which I had so recently traversed in a ship 65 times as large.

On Monday, 22nd day of June, the Charter Oak cast off her moorings from the end of Macy Wharf, and moved slowly and majestically

down the beautiful bay of New York, working her way against wind and tide. No booming of cannon, or sound of drums, announced her departure from her native shores; there she was, isolated from the world; a mere speck on the horizon receding in the distance, amid the dim solitude and wild majestic grandeur of the dark, deep, blue Atlantic sea.

We have been told that three wise men of Gotham once went to sea in a bowl, and that is all we hear of them; we don't know whether they ever turned up or down. But there is one thing we know certain, that three (barring the wisdom) went to sea in the Charter Oak, and two of them, "in due course of time turned up," as Captain Cuttle says, the other, unfortunately, turned down the first night after leaving *terra firma*. This ill-fated man, whose name was John Armstrong, shuffled off his mortal coil through neglect of duty, by falling asleep at the wheel at midnight; the little vessel, deviating from her true course, jibed over the boom, hitting him on the head, precipitated him over the side, consigning him for ever to the mighty deep. The boom traveller, and one of the shrouds, was carried away at the same crash, leaving the yacht entirely unmanageable, precluding all possibility of rescuing the unfortunate man, even if we had seen him; for we had no boat or life buoys of any kind (in fact, we had no place to carry them). There was a very heavy sea running at the time, which made it very difficult for me alone to repair damages; my companion being so sea-sick that he could scarcely raise his head above the deck.

After this sad grievance, I was left with no one who understood the compass but myself. However, I soon put things in order, and once more squared away for Old England, with the sea-sick man begging most strenuously for me to return to the United States. But it was utterly impossible to think of complying with such a request; for the reputation of both myself and vessel was at stake. I had expressly designed her to cross the Atlantic, and whatever the consequence might have been, I was determined to push on, even if I had lost my rudder, mast, and anchor; if I had returned after that catastrophe I should never have been able to have started again, for no one would have ventured their lives in so small a craft, and I should have been denounced by the whole nation as a foolhardy, daring, desperate visionary character. But, thank Fortune, and old Neptune's kind intervention, the noble little bark pursued her way through innumerable difficulties and dangers, and finally reached Liverpool, her port of destination, after a long and tedious passage of 36 days over a rough and boisterous ocean.

June 22.—8h. a.m., cast off from the foot of Macy's wharf. 12h., off Quarantine with a head-wind. 4h. p.m., heavy rain squall from the S.W.

8h., fresh breeze blowing from the S.W. 10h., the boom jibed over, knocked the mate overboard, carried away the boom traveller and one of the shrouds.

23.—6h. a.m., light westerly winds. 12h., lat. $40^{\circ} 3'$, lon. 71, distance 80 miles. 6h. p.m., wind the same.

24.—6h. a.m., wind N.W., 6 knot breeze. 8h., day remarkably fine. 10h., spoke a large schooner bound to Philadelphia, lat. $40^{\circ} 3'$, lon. $69^{\circ} 15'$, distance sailed 75 miles. 4h. p.m., wind to the westward. 8h., three ships in sight. 12h., beautiful starlight.

25.—4h. a.m., fine westerly winds. 12h., lat. $39^{\circ} 26'$, lon. $67^{\circ} 30'$, distance sailed 80 miles. 6h. p.m., nothing of notice occurred during the afternoon.

26.—8h. a.m., saw a bark standing south. 12h., lat. $39^{\circ} 32'$, lon. $66^{\circ} 30'$, distance sailed 60 miles. 6h. p.m., wind W.N.W.

27.—6h. a.m., wind N.N.W. 12h., lat. $39^{\circ} 52'$, lon. $65^{\circ} 30'$, distance sailed 50 miles. 6h. p.m., spoke ship Samuel Le Willis, lon. $65^{\circ} 10'$.

28.—6h. a.m., wind N.N.W. 12h. lat. $40^{\circ} 19'$, lon. 63° . distance sailed 120 miles.

29.—4h. light winds and heavy sea on. 8h. heavy rains, squall from the N.W. 12h., lat. $40^{\circ} 23'$, lon. $60^{\circ} 30'$, distance sailed 120 miles. 4h. p.m., light breeze from the N.W. 8h., saw a rainbow in the N.E. 10h., heavy rain squall in from the N.E.

30.—4h., dead calm. 6h., blowing a moderate gale with a big sea on, very cloudy. 10h., no observation. 12h., lat $40^{\circ} 33'$, lon $58^{\circ} 30'$, distance sailed 180 miles. 4h. p.m., nearly another calm. 8h., a squall approaching. 12h., light air of wind from N.W.

July 1.—2h., hove to. 4h., blowing hard from eastward. 6h., very heavy sea running. 8h., dark and overcast. 10h., no sun to-day. 2h. p.m., saw a ship standing south under close-reefed topsails and foresail, with painted ports. 8h., blowing a perfect gale of wind, with a tremendous sea running, 12h., thick and raining.

2.—4h. a.m., hove to, the gale still continues. 8h., raining at intervals. 12h., no sun to-day. 6h. p.m., blowing harder and the sea running higher.

3.—4h. a.m., a dead calm. 8h., light air of wind from the north. 12h., lat. $40^{\circ} 40'$. 4h. p.m., wind S.E., high and very uneasy cross sea rolling. 8h. Blowing hard from the south. 10h., raining hard and foggy. 12h., parted one of the weather shrouds, carrying a heavy press of sail.

4.—4h. a.m., still raining. 6h., hove to to repair damages and get a sleep. 10h., fine fresh breeze from the west. 12h., lat. $41^{\circ} 6'$. 6h. p.m., squally with rain.

5.—4h. a.m., more wind and rain from the west. 8h., more rain. 12h., lat. $41^{\circ} 29'$, lon. 58° . 6h. p.m., spoke ship William Nelson, lon. $57^{\circ} 30'$, bound to Havre. 10h., light air from the westward.

6.—6h. a.m., light westerly winds. 12h., lat. $41^{\circ} 43'$, lon. $56^{\circ} 10'$, distance sailed 100 miles.

7.—8h. a.m., squally from the west. 12h., lat. $42^{\circ} 22'$, lon. $53^{\circ} 20'$, distance 120 miles. 4h. p.m., moderate breeze from the west, saw a ship 6

miles to the southward. 8h., blowing harder, carried away squaresail outrigger. 12h., thick and raining, wind more moderate.

8.—4h. a.m., wind west. 8h., foggy and rain. 12h., no sun to-day, lon. 51° , distance sailed 115 miles. 6h. p.m., very thick fog wind W.S.W.

9.—6h. a.m., dead calm foggy. 12h., no sun to-day, lon. $49^{\circ} 30'$, distance sailed 60 miles. 6h. p.m., calm raining, and still foggy. 10h., fog lights up a little. 12h., wind S.E. very light.

10.—2h., hove-to to sleep. 4h., wind W.N.W. 6h., light air, made sail again. 10h., another rain squall from the N.W. 12h., lat. $42^{\circ} 6'$, lon. $48^{\circ} 30'$, distance sailed 60 miles. 4h. p.m., clear and sunshine quite pleasant. 8h., rain, squall. 10h., wind N.W., blowing heavy, bright moon.

11.—8h. a.m., wind blowing very hard from the west, with heavy sea running. 12h., lat. $44^{\circ} 1'$, lon. $46^{\circ} 30'$, saw an iceberg, distance sailed 135 miles. A bight of the sail knocked the binnacle over and broke the compass. 8h., breeze keeps good. 10h., clear and pleasant, light wind with heavy sea on.

12.—4h. a.m., light wind from the west. 10h., light wind from the west cloudy. 12h., no sun to-day, lon. $44^{\circ} 30'$, distance sailed 121 miles. 6h. p.m., spoke ship Favourite, bound to Liverpool, and saw another bound the same way.

13.—6h. a.m., light wind from the west. 10h., numerous whales in sight. 12h., no sun to-day, lon. $42^{\circ} 18'$, distance sailed 109 miles. 4h. a.m., dark and cloudy. 6h., Calm, saw three ships. 10h., rainy and no wind.

14.—Light breeze from the westward. 8h., wind increasing. 12h., no sun as usual, lon. $40^{\circ} 10'$, distance sailed 77 miles. 6h. p.m., fresh breeze blowing. 12h., wind keeps good.

15.—4h. a.m., light breeze west. 10h., thick and raining at intervals. 12h., no sun to-day, lon. $37^{\circ} 30'$, sailed 114 miles: 4h. p.m., light winds, west, foggy. 8h., two ships in sight steering east.

16.—4h. a.m., thick and raining. 8h., foggy, but good breeze from the westward. 12h., no sun to-day, lon. $34^{\circ} 50'$, sailed 113 miles. 6h. p.m., a fine fresh breeze from the westward. Sh., but still foggy at intervals.

17.—6h. a.m., fresh breeze blowing westward. 12h., no sun to-day, lon. $31^{\circ} 40'$, distance sailed 140 miles. 4h. p.m., heavy rain, squall carried away squaresail outrigger, saw a large waterspout. 8h., 3 vessels in sight, wind W.S.W. 10h., saw a steamer steering east. 12h., clear starlight.

18.—4h. a.m., wind west. 12h., lat. $48^{\circ} 53'$, lon. $28^{\circ} 50'$, sailed 121 miles. 6h. p.m., spoke the ship Western Empire bound to Liverpool, very squally. 10h., W.S.W.

19.—2h., moderate breeze from the west. 4h., with a heavy sea on. 6h., vessel in sight. 12h., lat. $48^{\circ} 52'$, lon. $25^{\circ} 30'$, sailed 90 miles. 6h. p.m., spoke ship Lady Peel bound to Plymouth, very heavy sea running.

20.—4h. a.m., a heavy breeze from the west. 6h., with a tremendous sea on. 8h., passed a portion of floating wreck. 10h., ship Lady Peel still in sight. 12h., lat. $49^{\circ} 7'$, lon. $22^{\circ} 20'$, sailed 138 miles. 4h. p.m., two more sails in sight steering east. 12h., still blowing fresh.

21.—4h. a.m., good breeze from the westward. 8h., a vessel in sight bound east. 12h., lat $49^{\circ} 25'$, lon. $18^{\circ} 20'$, distance sailed 147 miles. 4h. p.m., wind dying away. 10h., wind S.W.

22.—6h. a.m., moderate breeze from the S.W. 10h., sail in sight steering east. 12h., lat. $49^{\circ} 47'$, lon. 16° , sailed 105 miles. 6h. p.m., thick and hazy, 8h., with a fresh breeze from the N.W.

23.—4h. a.m., fresh breeze W.S.W. 6h., with a heavy sea on. 12h., no sun, lon. $12^{\circ} 30'$, distance sailed 120 miles. 6h. p.m., hove to waiting for clear weather to run in for the land. 12h., saw a vessel's light steering east.

24.—6h. a.m., made sail and stood east again. 12h., no sun to-day, lon. $10^{\circ} 30'$, sailed 65 miles. 8h. p.m., wind still blowing from the westward.

25.—6h. a.m., on soundings pleasant sunshine. 12h., lat. $51^{\circ} 11'$, lon. $7^{\circ} 20'$. 6h. p.m., bearing up for Tusker.

26.—4h. a.m., wind S.W. 6h., overcast. 8h., sounded in 38 fathoms coarse sand. 10h., sighted Tuskar—the first land. 12h., opposite Tuskar light. 4h. p.m., lost sight of Tuskar. 10h., wind S.W. blowing hard. 12h., raining.

27.—8h. a.m., sighted Holyhead through the clouds. 12h., opposite the Skerries. 4h. p.m., came up to Point Lynas. 8h., passed the Bell buoy. 10h., passed the Rock light. 12h., let go the anchor opposite Birkenhead Docks River Mersey.

WEYMOUTH ROYAL REGATTA.

No sooner had the regattas terminated in the Solent, than it became all anxiety with the yachts to make for the western ports, the orders being “get to Plymouth if possible, if not, look in at Weymouth,” the latter regatta having been fixed to come off on the 19th of August, and the Royal Western at Plymouth on the 20th and 21st. The annual *fete* at Weymouth, under the patronage of the members of the borough for the time being, Lord Grey de Wilton, M.P., and Robert Brooks, M.P., and the presidents and vice-presidents, came off accordingly on August 19th, and although very few yachts were present, beyond those which took part in the contest, we cannot omit mentioning that the display on shore exceeded anything we had ever previously witnessed. The fine weather was just the thing for the holiday folks.

The following is the programme which was issued:—First prize, 50 sovs., presented by the borough members, for yachts not exceeding 80 tons; time, half a minute per ton; four times round the usual course.—Second prize, 25 sovs., for yachts under 35 tons; three times round the course.—Third prize, for yachts not exceeding 20 tons, and the following prizes for minor sail boats, and rowing matches, viz., 5 sovs. for spritsail

boats, 5 sovs. for four-oared galleys, 5 sovs. for four-oared galleys rowed by amateurs, 3 sovs. for four-oared galleys, 3 sovs. for two-oared canoes, 3 sovs. for two-oared canoes by watermen over 50 years of age, and various punt and other races.

In consequence of the small number of yachts present, the committee resolved upon throwing the two first matches into one, and making a first and second prize, viz., 50 sovs. and 25 sovs., which appeared to give general satisfaction. The following entries were made, and at noon the yachts were at their stations:—Chrystabel, 48 tons, H. H. Kennard, Esq.; Thought, 27 tons, F. O. Marshall, Esq.; Phasma, 34 tons, E. Saunderson, Esq.; Whisper, 19 tons, J. Crockford, Esq.; Emmet, 20 tons, J. Manderson, Esq.

There was a strong breeze from the westward, which, for a portion of the course, caused a dead noser. At 12h. 50m., the start was effected, but from the direction of the wind, and the mode in which the buoys were placed so near the shore, there was scarcely room for those to windward to cant round without fouling, and they were obliged to thread their way as best they could. The Chrystabel actually touched the ground, and for a few minutes it was thought would lose the "number of her mess." The yachts having, at length, got clear, were spanking away with a reef down in the mainsail for Radipole mark, with the exception of the Emmet, which tried a whole sail for a short time, but she found it at last necessary to follow suit. There was now great excitement on shore; inasmuch as the yachts were all in a cluster, and it was difficult to tell which had the lead. On nearing the second buoy, the yachts had hauled their wind for it, and it was now seen that Thought had the lead, and Whisper second, Chrystabel fourth, and fast coming up with the others. At 12h. 20m. she was the third vessel. At 12h. 25m. the Thought was the first to round the flag buoy, followed by Chrystabel, the only one which had up to this time displayed any sign of a topsail. They now laid their reach to the southward across the bay to round the third buoy, and from thence they had a dead heat. About one p.m. the Chrystabel had obtained the lead, and this she kept throughout the remainder of the course; the struggle lying chiefly between her and the Thought. In similar order the second round was performed, when the Whisper gave in on completing the round, and the Phasma and Emmet during the third round. The other rounds were left to the Chrystabel and Thought. Previous to the last round, the Thought seemed determined to secure the second prize, finding she had no chance left for the first; and, according to the old adage, that "half a loaf is better than none," her skipper, Barr, no doubt thought it

prudent to jog on until the finish with a double reef in her mainsail. The following is the order and time of completing the last round:—Chrystabel, 5h. 5m.; Thought, 5h. 27m.

By this it will be seen that as Chrystabel, 48 tons, had to allow Thought, 27 tons, $10\frac{1}{2}$ minutes, and as the former came in first by 22 minutes, Chrystabel consequently gained $11\frac{1}{2}$ minutes over Thought; which latter, however, held out to the last, and became the possessor of the second prize. The rowing matches commenced at three p.m., and were proceeded with while the yachts were away. In the galley match five galleys started; two of which were rowed by watermen against three by amateurs. On the start being effected, it was soon ascertained that before many lengths had been pulled the young blood had completely winded the old 50's; and the two outside boats, which were manned by watermen, did not round the mark buoy; one boat (Black), in fact, went over the buoy, and arrived at the goal first. Other matches and sports followed, and the day was closed by a grand ball, which was well and fashionably attended.

DOVER REGATTA.

THIS affair was brought off on Tuesday, August 27th, and was the most successful of any previously held at this port. The weather was certainly all that could be desired by the most sanguine of pleasure-seekers. The sun, undimmed by cloud or fog, shone out in his full splendour upon a rare scene of life and beauty; and a gentle sou'west breeze slightly fanning the surface of the calm waters of the bay, while it held out to the yachtsmen a prospect of an exciting race, in no way interfered with the rowing matches, in which the public interest was mainly centered. The bay, unsurpassed as it is for beauty of natural situation, presented a highly picturesque and charming appearance; the clear water, reflecting as in a mirror the deep azure of a cloudless sky, assumed a rich bluish green tint, that contrasted in a pleasing manner with the snow-white sails of the yachts, which with a variety of other craft dotted its glistening surface.

The first race was for a purse of 50 sovs.,—first to receive 40 sovs., second, 10 sovs. for yachts over 20 and not exceeding 80 tons, R.T.Y.C. measurement. Time race, quarter of a minute allowed for difference of tonnage. The following started:—Audax 59 tons, J. H. Johnson, Esq.; Thought, 27 tons, F. O. Marshall, Esq.; Glance, 36 tons, A. Duncan, Esq.; Eva, 21, W. R. Gade, Esq. The distance was 24 miles, round

buoys stationed at different points. The breeze was fine from the south-west which enabled the competing yachts to carry whole canvas. The time of starting was 1h. or nearly so,—and the *Glance's* ever active crew had her first covered, and got away with the lead, but the powerful *Audax* soon showed in advance, and was considerably ahead at the finish of first round ; and on the second round the *Audax* led by a long way—a couple of miles—but having the tide on her weather beam she had great difficulty in getting round the first mark boat without making a tack, and here she lost ground. It was now that the *Thought* which was the second vessel had the opportunity of winning the prize, but we must confess that she deserved to lose it from the total want of seamanship and pilotship displayed by those on board. Although she had the example before her of the *Audax's* difficulty, and although she was hailed from the *Phoenix*, and urged to make a short board into the Admiralty pier, out of the tide, and by which she would have been at least a quarter of a mile to windward before the tide caught her—such was the everweening confidence of those on board that they totally disregarded the advice as well as the proper course, and the consequence was the painful sight of seeing the smart little yacht urged with her lee bow towards the mark instead of her stem, thus losing the only chance she had of pinning the *Audax*. Another time, at Dover, they may do better, by the experience of losing by 20 seconds what they might have won by three minutes.

The second race for yachts not exceeding 20 tons did not fill. There were nine other sailing and rowing matches by boats of various builds belonging to the port, and the sports were wound up by a duck hunt, and in the evening a goodly display of fireworks.

DEATH OF MR. A. A. CASAMAJOR.

THIS gentleman's sudden death, on Wednesday, Aug. 7th, caused great regret amongst the rowing men on the Thames and a large circle of friends. His kindly disposition gained him the esteem of all parties with whom he came in contact, during his long and successful career as the Champion Sculler on the Thames; and the aquatic editor of *Bell's Life*—himself an oracle on boating—says:

“ His wonderful prowess as an oarsman and sculler, and unflinching pluck, at once directed attention to the boat in which he was pulling a match ; and without disparagement to his predecessors and contemporaries, we may pronounce him to have been one of the best scullers that have ever appeared.

RANELAGH YACHT CLUB MATCH.

[*Our Reporter in trouble.*—On the morning of this match he hied with all the haste of a youthful Mercury to the Swan Wharf, Upper Thames-street. “The steamer’s gone, sir, but they’ll stop at Woolwich,” says the pierman. Presto! away he sped to the London Bridge Station, “Ticket to Woolwich!” “All right—start in ten minutes.” Away they rattled, over house-tops and through dark tunnels. “Get out at the Arsenal,” says a passenger, “it’s nearest to the steam wharf.” He followed this advice, and there being no knackers at this station, he had to perform a desperate feat of pedestrianism, which, after much puffing and blowing, was accomplished just in time to see the fleet of yachts start off. Determined not to be baulked of his holiday, he took passage on board a Gravesend steamer, and landed at Rosherville, taking up his quarters at a tavern on the shore, directly opposite which, on the Essex side, the Club steamer let go her mud-hook; therefore he had the *satisfaction* of seeing the vessels round. Some two or three hours after they had departed on their upward course he returned per steamer again; and when he arrived at Erith the aquatics were over, and therefore he continued his course to town. So we are indebted to our old friend *Bell* for the following account of the match.]

AUGUST 1.—This club, which has for many years flourished in the once rural and pleasant reaches above Vauxhall Bridge, has been induced, partly by the increased size and number of its vessels, and partly by the impediments which the new railway bridge above Battersea presents, to extend the sphere of its operations to the ground usually occupied by the below bridge clubs, and the most complete success has attended this advance.

Two handsome silver cups were presented to the club as prizes, one, value 15 sovs., by Mr. W. Boggett, an old and zealous member of the club; another, value 8 sovs., by the Commodore (Mr. F. Talfourd), who has unfortunately fallen into a deplorable state of health. The course selected was new, from Woolwich Arsenal to Rosherville, and back to Erith. Time a quarter of a minute per half ton. Only yachts with fixed keels were allowed to compete.

The following entered and started:—Spray, 5 tons, G. Haines, Esq.; Little Vixen, 4½ tons, J. Gardner, Esq.; Jessica, 9 tons, I. Pick, Esq. (Rear-Com.); Giraffe, 6 tons, D. G. Hatcher, Esq.; Rover, 6½ tons, W. W. Limbert, Esq.; Atalanta, 4 tons, F. Talfourd, Esq. (Com.).

The morning was finer and more promising than of late, and at the time of the start there was a fresh breeze about S.W. The competitors were riding to their own anchors off the Arsenal, No. 1 being nearest the Kent shore: and after a little trouble in towing the Giraffe to her place, &c., the first gun was fired at 12h. 30m., the second at 12h. 33m. 30s. This took Giraffe by surprise, as five minutes is the usual time, and she was on her wrong sheer. Jessica was exactly right, whipped up her anchor, and sent up her

sails with marvellous celerity, and in 1m. 30s. was off and under way, with topsail up and sheeted out, whilst Giraffe's topsail was all wrong, and wanted a man at the masthead. Rover, however, having the best berth, took the lead at first, but was soon passed by Spray, whilst all but the Jessica and Giraffe set squaresails. Off Barking they jibed all close together, and skill and good temper must have been necessary to prevent collisions. The sun shone out bright, the breeze was fresh in puffs, and the white sails of the little yachts looked well as they ran along before the wind. Spray now had the lead, and flew along like a skimming dish; Jessica was next; some way astern was Giraffe, then Rover and Little Vixen, Atalanta a long way off. At Crossness Jessica had got the lead, wind light; Rover and Little Vixen caught a puff, and passed Giraffe. In Halfway Reach a smart puff from the southward made squaresails useless; Spray shot fifty yards ahead; Giraffe put her helm down, and jumped to windward of the Rover and Little Vixen as if they were barges. When, however, the breeze had fairly caught them all on the quarter, Spray did not seem to move, and was passed by all but Atalanta. In Erith Reach the sheets were flattened aft, Jessica and Giraffe heeling over well to the breeze, and at the point opposite Erith Giraffe, in a strong puff which buried the lee gunwales, passed Jessica to windward with ease, Jessica not trying to prevent it. The race now seemed over, and it was Lombard-street to a China orange on Giraffe, whose performances at the P. W. Y. C. were not forgotten. She soon gained near 200 yards, but there she seemed to stop, and at Greenhithe Jessica was actually coming up. The wind now fell light again, and it seemed doubtful whether they would save their tide. In Northfleet Hope, however, it freshened, and Jessica took in a monstrous balloon jib, which in our judgment had done more harm than good half the time; we should, however, prefer it to the ridiculous spitfire which the Little Vixen persisted in exposing on her bowsprit. The steamer anchored off Rosherville Pier, and was rounded by Giraffe, 2h. 34m.; Jessica, 2h. 35m. 55s.; Rover, 2h. 45m.; Little Vixen, 2h. 45m. 40s.; Spray, 2h. 48m. The steamer did not wait for Atalanta, which was met near Tilbury Ness.

The last of the ebb was draining out; wind about S.S.W. and light, sun bright and strong. Giraffe, after rounding, lay up much better than Jessica, which made a tack of doubtful necessity and undoubtedly too long, whilst Giraffe went well round the point. The Giraffe gained steadily but not very fast, and there was an excellent race between the Rover, Vixen, and Spray, the little Spray keeping up wonderfully. They beat through St. Clements, and here Vixen actually took in her little jib, and worked up under three sails only. Giraffe tried to shuffle round Stone Point as she had round Tilbury Ness, and in so doing got, we believe, out of the tide; but worse than that befel, for as she was hugging the point and shaking up, she caught on the shelf and fairly stuck. At first her bow payed, and she looked likely to run dead ashore; however, they got the head sails down, and by dint of shaking and shoving with a spar from the bowsprit end, they got her head round a little, and off she came before the three last boats reached her. She had, however, been eight minutes on shore by our calculation. The Jessica

was four minutes astern when the Giraffe stuck, and about the same ahead when she came off. It was not very far to Erith, and she had two and a half minutes to gain, and tried to do it. She was on the leeward shore, but seemed to find more wind than the Jessica on the weather shore. However, it would not do, and they passed the winning buoy off Erith Pier—Jessica, 4h. 8m.; Giraffe, 4h. 10m. 15s.; Spray, 4h. 16m. 20s.; Little Vixen, 4h. 18m.; Rover, 4h. 19m. 15s.; Giraffe thus losing by 45s. The time allowed, half a minute a ton, is not nearly enough between such small vessels. We should say that two minutes a ton would be the proper allowance for boats under 10 tons, for of course there is as much difference between 9 tons and 6 tons as between 45 tons and 30 tons. However, the Giraffe deserved her fate; we believe she had no business so near the shore, and, moreover, she was violating one of the plainest rules of racing tactics, that the winning vessel should run no risks. She was leading and winning, and what did it signify to her whether she gained or lost half a minute in rounding the point. The Jessica is a large, comfortable boat, but hardly built for racing. She sprung one of her port shrouds in St. Clements. The Atalanta had her top-sail stolen in the night, and was under the disadvantage of not having one to set. There was some talk of a protest on the part of the Spray, on the ground that the Giraffe had shoved off; however, it was very properly dropped, and the prizes were presented by Mr. T. Keen to the winners, Mr. Pick, of course, receiving the first prize, and Mr. Bartlett, in the absence of Mr. Hatcher, the second.

[The Jessica was designed by Mr. Waterman for Mr. Clarke, who at that time was commodore of a new yacht club started on the Mersey, which was called the Liverpool; but owing to bad management, it was soon scattered to the winds. Great expectations were formed of this vessel, which were never realized. In one of our former volumes we have given her portrait.—
ED. H. Y. M.]

KINSALE REGATTA.

On Monday, the 29th of July, this event commenced, and, by the attendance of some of the cracks of the season, great excitement prevailed amongst the parties interested in the different vessels. In order to carry out the regatta in a spirited and worthy manner, Sir John Arnott, M.P., presented the meeting with the first prize, viz., a splendid Challenge Cup, value 50 guineas, with 20 guineas added, open to all yachts exceeding 25 tons, belonging to royal yacht clubs, to become the property of the gentlemen winning it twice with the same vessel.

The following vessels entered and started:—Sibyl, 38 tons, Sir J. Arnott, M.P.; Glance, 36 tons, A. Duncan; Secret, 33 tons, T. D. Keogh; Lurline, 41 tons, J. C. Atkins.

The course was from the flagship to go round the Spit, the big Sovereign Island; from thence round a flagboat moored off the old Head of Kinsale, it

bearing from the boat W. and by N.; again round the Sovereign Island, leaving all on the starboard hand, the Spit and harbour flagboat to be left on the port hand. At 11h. 45m. a.m. a magnificent start took place. The Lurline went off with the lead, but the gallant little Glance speedily collared her, and went into first place. Both wind and sea increasing momentarily, the Secret bore up inside the Bullinan buoy; nearing the Sovereign Island, the Glance still lead nobly, going through the raging sea like a little steamship, Lurline sailing a fine second, and the Sibyl third. After rounding the island, the Sibyl raced up abeam of the Lurline, challenged, and passed her to windward into second place; the Sibyl then went at the Glance like a hawk at her quarry, but the Thames clipper was not to be caught; she had men in her that knew no other duty than to win, and wind or sea was no novelty to them; they were bound to place the pride of the Itchen foremost; and had King Daniel himself been there, his eyes would have twinkled keenly to see the style in which his little ship was handled and went: at 1h. 30m. the Lurline was struck by a tremendous sea, and was forced to bear up for the harbour, and about a quarter of a mile from the Old Head flagboat a regular green mountain broke heavily on board of the Sibyl, tearing off the fore-hatch, main skylight, and sail-room hatch, and nearly filling her. Her gallant helmsman, Capt. O'Bryen, immediately bore up, and ran before the gale, in order to enable the crew, with buckets and pump, to master the water below. Scarcely had she got fairly off the wind, when another tremendous sea pooped her, and bursting also into the main-sail, smashed both boom and gaff. It was now no child's play, the gallant little ship was almost a helpless wreck, but her crew went to work like thorough yachtsmen—cool, confident, and daring—and in a short time she was all right again, and got into harbour at 2h. 50m. All this time the Glance was behaving nobly, and the proudest laurel that ever Mr. Duncan can boast of will be the Challenge Cup of Kinsale. She finished the course by herself, and came in the winner amidst a display of enthusiasm by all who witnessed the splendid performance of both vessel and crew that fairly puts description at defiance. It was one of the finest sailed races ever witnessed, and many veteran yachtsmen declared it to be the wildest day they ever saw a match sailed upon. The vessels started under double-reefed mainsails, double-reefed foresails, and small jibs, with topmasts on decks. Truly, the Glance and her crew have covered themselves with renown this season. The Glance sailed the entire course under three hours.

The second match was postponed, in consequence of the severity of the weather, until Tuesday, when the following yachts, not exceeding 10 tons, started for a purse of 15 sov.:—Aileen, Col. Beamish; Morning Star, T. Quinn; Black Prophet, D. Noonon; John, J. Corbett; Flirt, R. Joyce; Ocean Queen, R. W. Knowles.

This little Mosquito fleet made a beautiful start, and some close sailing took place between them, a very determined struggle being maintained to the end, when the John came to the front, and went in a gallant winner, the Black Prophet a good second.

The second race was for a purse of 20 sovs., for yachts of from 10 to 15 tons. For this prize only two were entered, but the names of the competitors was a sufficient guarantee that the fight would be a fierce one. They were:—Pembroke, 11 tons, T. B. Boland; Bijou, 11 tons, R. D. Kane.

A most exciting match took place between these two gallant little clippers. Every inch of water was contested with a skill that betokened veteran racers. At length the Pembroke drew out near the flagship, and declared to win, going in ahead of the Bijou by two lengths. Various yawl, gig, and punt races afforded much amusement to the immense crowd of spectators on shore, and the sports of the regatta were brought to a close by a very fine display of fireworks from Sir John Arnott's yacht, the Rosina. Much credit is due to the Sailing Committee and stewards for their admirable arrangement and management of this regatta; the hon. secretary, R. W. Knowles, was indefatigable in his exertions, and contributed in no slight degree to the complete success of the meeting.

TEIGNMOUTH REGATTA.

This was a very tame affair—no prizes of any amount to induce yachtsmen to forego the attractions of the Royal Western Yacht Club regatta; for it unfortunately happened that this, held on Monday, August the 19th, and the other on Tuesday, the 20th, as recorded in our last Number. There was certainly a great concourse of people present, notwithstanding the Sunday previous closing with every appearance of an unpleasant day on the morrow. Fortunately, however, it opened gloriously, and so far cheered the flagging spirits of the visitors. Time was sadly wasted, for it was 2 o'clock before any signs of a start was noticed.

The first race was for a purse of 15 sovs., for yachts not exceeding 12 tons, and for which the following started:—Firefly, 10 tons, Mr. Hoare; Eagle, 8 tons, Mr. King; and Ugly Mug, 7 tons, Mr. Cotton.

These boats started at 2h. 43m. The Firefly got away first, the Ugly Mug close after her, and the Eagle some distance to leeward. The boats went away on the port tack with the wind on the quarter. They stood away well for the mark off the Parson and Clerk, which the Eagle was the first to pass, and the Firefly second. When reaching over for the mark in Babbicombe Bay, however, the Firefly overhauled the Eagle and passed her. She continued to increase the distance between her and the Eagle, till at length, at the close of the first round, she was full 16 minutes ahead, which she increased in the second round, and ultimately came in a winner.

The second prize offered by the committee was 10 sovs. for yachts not exceeding 7 tons, *bona fide* the property of gentlemen, and kept for pleasure only; three to start or no race. The following started:—Psyche, 4 tons, Capt. Flamank; Little Louisa, 3 tons, Capt. Bartlett; Shadow, 4 tons, Capt. Clarke.

The signal gun was fired at 3 o'clock. The Little Louisa had a good start, with the Psyche close behind her. In this order the first markboat was rounded; and as the boats worked up towards the second, the Psyche hung close on the Little Louisa's quarter with amusing pertinacity. The run throughout was very good.

The next race was by open sailing-boats, the prize 8 sovs., for which the Lion, Frolic, and Love started. After a well-contested race, the former was declared the winner.

Several rowing matches followed, and closed the regatta for 1861.

LOUGH-ALLEN REGATTA.

THE regatta on Lough-Allen for the season came 'off' on Tuesday, the 23rd of July. The threatening appearance of the weather, and the rain which had fallen heavily for two or three days previously, had the effect of lessening in some degree the number of yachts in attendance. Although, however, the morning was cloudy, the sun made his appearance some time before the hour of starting, and the day was in every respect favourable both to the sport and to the enjoyment of a considerable party of spectators, assembled as usual at Lough-Allen Island, the beautiful summer residence of M. O'Connor, Esq., which commands an unobstructed view of the excellent sailing course afforded by this noble expanse of water.

Among the company present we observed the following:—E. K. Tenison, Esq., L.L., Kilronan Castle; Lady Louisa and Miss Tenison, with Mrs. Phillips, Master and Miss Phillips; Captain and Mrs. Tottenham; Francis La Touche, Esq., Drumheirny; Madame de Janvern and Miss de Janvern; Captain Sadleir; Mr. and the Misses Mansfield; Captain and Mrs. Birchall and the Misses Birchall; Captain Irwin, Roscommon Regiment; Rev. J. Radcliffe and the Misses Radcliffe; Major Anderson; Mathew O'Connor, Esq.; T. J. Butler, R.M.; Captain W. Duckworth; Messrs. Fisher, Peyton, Wilton, Hyor, &c.

First race—Sailing match for a purse of 10 sovs., 2 sovs. added for second boat. This race started at 11h. 19m. a.m. The following were the starting boats:—Corsair, 16 tons, Captain Bassett Holmes; Avenger, 9 tons, Captain Sadleir; Querida, 8 tons, M. O'Connor, Esq.

The wind during this race was exceedingly high, with occasional squalls, so as to test to the utmost the seamanship of the respective crews. Considerable interest was excited by the fact that the Querida was an untried boat, just finished upon the lake for M. O'Connor, Esq., by Richard Purdy, of Dublin, foreman to the late well-known builder, Marshall; while the Corsair was a late importation from the Clyde by the crack racing builder of the kingdom, Will Fife, of the Fairlie, and her owner was formerly the proprietor of the third boat, the Avenger, the hero of many triumphs in Shannon sailing matches. The Corsair took a decided lead at starting, but

was closely followed by the Querida. Some accident appeared to have prevented the Avenger from getting off as well as the other two boats. After disappearing behind a projecting headland, the boats again became visible in the same order, the Querida rather best to windward, but Corsair a long distance behind. This order continued to the flagship, which they rounded as follows:—Corsair, 1h. 5m.; Querida, 1h. 18m. 40s.; Avenger, 1h. 57m.

Second race—Lough-Allen Challenge Cup, value 35 sovs.—Corsair, 16 tons, Capt. Holmes; Meta, 8 tons, Hon. R. King; Querida, 8 tons, M. O'Connor, Esq.; Shamrock, 2 tons, Mr. J. M'Keon.

The contest for this race was looked to with much anxiety. The success of the Corsair in the previous race induced many to think her the winning boat for this; while the Meta, a beautiful little model clipper by Morison, had been just imported by the Hon. Mr. King, and held the highest character as a racer. The cup, too, had been already twice carried off by Mr. King, and his success on this occasion would give it to him permanently. The weather had moderated a little, though still blowing rather stiffly, and every inch of canvas was set upon the Meta and the Corsair. At 2h. 40m. the gun was fired for starting, and in an instant all four boats slipped their moorings and were off. The Meta hauled her wind as slowly as possible, the other boats sailing more directly down the lake. The Querida started on the port tack, by which she obtained a decided lead for nearly two miles. The boats rounded the first flag in the following order:—Corsair, Meta, Querida, and Shamrock, the three first-mentioned boats being so close that each could have spoken with those next it, when passing on the opposite tack. The Corsair and Meta from this point forged slowly ahead of the other boats. On rounding the last mark before the flagboat, a very heavy squall came on, and some apprehension prevailed as to the result among the spectators on shore, owing to the immense breadth of canvas carried, more especially by the Meta, whose sails would not have disgraced the Flying Dutchman himself. All arrived, however, in safety at the goal, and were timed:—Corsair, 3h. 56m. 30s.; Meta, 3h. 58m. 50s.; Querida, 4h. 7m.; Shamrock, 4h. 15m.

Loud cheers greeted the arrival of the Meta, she winning by over 5 minutes beyond the time allowed. The sports concluded by several rowing matches, and at 6 o'clock the company sat down to luncheon in a spacious marquee erected by the stewards, after which they were conveyed on shore by boats provided for that purpose.

In the evening a splendid ball was given at Black-Rock, the beautiful residence of A. J. V. Birchall, Esq., which was attended by the *elite* of the vicinity, and most of the visitors to the regatta. Dancing was kept up until an early hour on Wednesday morning.

NORFOLK AND SUFFOLK YACHT CLUB MATCHES.

JULY 12th the second race meeting of this club was held, and on this occasion Wroxham Broad was the trysting place. This fine sheet of water has been for a great number of years celebrated amongst the Norfolk folks as an especial favourite place for aquatic sports—aye, years before the name of “yacht” superseded that of “pleasure-boat,” the Yarmouthians and yokels congregated there in great force. Since the establishment of the Norfolk and Suffolk Club it has become more known to the lovers of aquatics in both counties, and the place is better adapted for the class of boats that usually contend there. The weather was fine, but at the same time cool; the wind was variable, being sometimes in the southern and sometimes in the western quarter, but in tacking about the Broad the yachts found this an advantage rather than otherwise. The course was duly laid down, but the limits of the Broad not being very extensive, six rounds were sailed in one of the matches, and four in another; and even then the affair was brought to a close without the dilatoriness which often mars the pleasure of aquatic amusements.

The first match was for a prize of 10 sovs. and the following eight yachts entered:—The Belvidere, Mr. T. Read, Yarmouth, 9 tons; the Argonaut, Mr. E. S. Trafford, Wroxham, 18 tons; the Wanderer, Mr. J. Barber, Yarmouth, 14 tons; the Bittern, Mr. J. B. Morgan, Norwich, 7 tons; the Kestrel, Col. Baker (10th Hussars), 12 tons; the Oberon, Mr. Morton, Aylsham, 5 tons; the Maud, Mr. F. Foster, Norwich, 1 ton; and the Lady in White, Mr. R. J. Harvey, Norwich, 6 tons. It will be seen that there was a tolerable variation in their tonnage, but the usual allowance of half a minute per ton was made.

The start took place at 12h. 59m., when the Argonaut went away with the lead; but her success was short-lived, as five of the boats passed her before the first round was completed. During the remainder of which and the second and third rounds the Wanderer led, with Belvidere about a minute behind her, followed by Kestrel third, Bittern fourth, Oberon fifth, Argonaut sixth, Lady in White seventh, and Maud eighth. As the Wanderer had to make her old rival, the Belvidere, an allowance of 2½ minutes for difference of tonnage, the latter had at this point virtually the advantage, and the interest of the match was well sustained; in fact, the secretary and his friends had quite enough to do to keep up with and record the movements of the constantly passing competitors. The remaining rounds proved more favourable to the Belvidere, for, in the sixth and last, the Wanderer had the misfortune to carry away a main halyard, the result being that she was reduced to that unpleasant position “nowhere,” after having gallantly sustained her well-merited reputation. At the conclusion of the third round the Lady in White cried *pecavi*, and in the fifth, Kestrel, Oberon, Argonaut, and Maud. The Bittern pluckily carried on to the finish of the sixth and final round, although she had no hopes of winning. The Belvidere's time was 2h. 58m.

45s., the Bittern's 3h. 5m. 5s.; the former had to allow the latter one minute, but this, of course, made no difference, as she had then 5m. 20s. in her favour.

The second match was between the latteen rig vessels. There were three entries, viz., the Merlin, Messrs. Foster and Hubbard, of Brundall, 4 tons; the Vampire, Mr. Everett, of Cove, 8½ tons; the Atalanta, Col. Wilson, of Beccles, the tonnage of which was not officially ascertained. The course was the same as in the preceding match, but only four rounds were sailed. The start took place at 3h. 32m. 20s., and the interest of the match was confined to the Merlin and Vampire, the Atalanta retiring at the close of the second round. The third was well contested, the Merlin heading Vampire only 25s., and the fourth and last round was very exciting, as the smaller boat, the Maud, increased the distance between herself and Vampire, and was landed the winner with 1m. 2s. to spare, as being the lesser craft she had no time to give; she therefore received the prize, 10 sovs. cash.

For the Trafford Cup, which was open to craft of every class and rig, there were ten entries, viz., Belvidere, Red Rover, Maud, Oberon, Vampire, Merlin, Wallace, Enchantress, Wanderer, and Bittern. Of these, Oberon did not start. They were handicapped according to their previous performances; the course, six times round the Broad. The wind, which was S.S.W. at starting, veered into the S.E. as the afternoon advanced, and the match was sailed under favourable conditions, and without any accident, although the leading competitors followed so closely in each other's wake that they had some difficulty in keeping clear in rounding the buoys. The start took place at 12h. 33m., and the Enchantress and Wanderer soon obtained the lead, the Bittern being a pretty good third. The first round closed with Enchantress leading, with Wanderer, Bittern, and the others well up. In the second round the Enchantress continued to increase her advantage, and gained 22sec. on the Wanderer, which, indeed, was passed by the Red Rover, although by the trifling lead of 2sec. The Bittern, as has been usual with her at several matches, did not sustain her early promise, being left astern by the Belvidere, which thus worked into the fourth place, the Enchantress still leading, with Red Rover second, Wanderer third. In the third round fortune began to declare for her old favourite, the Wanderer, which steadily overhauled her rivals, the Enchantress and Red Rover, and obtained a position which afterwards proved unassailable. Of course, at this change in the prospects of the match, the interest of the spectators rose to the highest pitch, especially as in passing the spot at which the yachts were timed the Wanderer was only a bare five seconds ahead of the Enchantress. The Red Rover was overhauled by the Belvidere, and the Bittern and the others continued to fall further astern. In the two following rounds the same positions were maintained, but at the completion of the fifth round the Belvidere had gained third place. In this order they completed the match—Wanderer, Enchantress, Belvidere, Vampire, and Bittern. The Wanderer, after allowing the Belvidere 1m., had an advantage of 1m. 20s., and was awarded the cup. Taking into account the frequent changes which

occurred in the course of the match, the number of competitors, and the admirable manner in which they were handled, the whole affair must be pronounced the best which the club has conducted this season.

So, also, the match for the Challenge Cup, which followed, was a well-sustained struggle. The competitors were the *Merlin* and the *Enchantress*. The start took place at 4h. 4m., and from the first the contest was a very close one. As the position of the competitors did not, however, change, it will be sufficient to append the official return of the three rounds sailed at one glance:—*Enchantress*—First round, 4h. 22m. 15s.; second round, 4h. 15m. 9s.; third round, 5h. 6m. 28s. *Merlin*—First round, 4h. 22m. 45s.; second round, 5h. 46m. 5m.; third round, 5h. 7m. 7s.

It will be seen, from these figures, that the *Enchantress* slightly increased her lead in the second round, but lost again in the third. As her advantage at the close was only 39sec., and her tonnage exceeded that of the *Merlin* by 3 tons; the latter had, after the usual allowance, a lead of 51sec., and consequently received the cup, which has thus changed hands twice this year.

Aug. 8th.—A meeting was held on Oulton Broad, and a match sailed between the *Wanderer*, Mr. J. L. Barber, of Yarmouth, 14 tons; the *Bittern*, Mr. J. B. Morgan, Norwich, 7 tons; the *Red Rover*, Mr. S. Nightingale, Yarmouth, 14 tons; and the *Belvidere*, Mr. T. M. Read, Yarmouth, 9 tons. The course was marked by buoys round the Broad, and, as it did not exceed two miles in length, it was traversed five times. The wind was so strong that it was comparatively difficult to handle the larger yachts, and the smaller ones had consequently a better chance of success—a state of things by which the *Belvidere* was not slow to profit; in fact, she obtained the lead at the outset. The start took place at 1h. 55m. 8s., and the yachts were soon round the Broad in the following order.—*Belvidere*, 2h. 8m. 47s.; *Wanderer*, 2h. 9m. 7s.; *Red Rover*, 2h. 9m. 30s.; *Bittern*, 2h. 10m. 48s. The *Wanderer*, in the second round, was cleverly handled, and succeeded not only in reducing the distance which she was astern of the *Belvidere*, but even in passing her. The *Red Rover* remained much about the same, neither better nor worse. Time:—*Wanderer*, 2h. 26m. 2s.; *Belvidere*, 2h. 26m. 9s.; *Red Rover*, 2h. 27m.; *Bittern*, 2h. 29m. 15s. The third round proved still more favourable for the *Wanderer*, and many of the lookers-on began to feel confident as to her success, the *Belvidere* losing 40s. in the two miles, and keeping only 8s. ahead of the *Red Rover*, while the *Bittern* became more and more astern:—*Wanderer*, 2h. 41m. 25s.; *Belvidere*, 2h. 42m. 12s.; *Red Rover*, 2h. 42m. 20s.; *Bittern*, 2h. 46m. 37s. In the fourth round the tide again turned more in favour of the *Belvidere*, which reduced the *Wanderer*'s lead from 47s. to 32s.; and taking into account the allowance of 2m. 30s. which the *Wanderer* had to make, her chances visibly diminished, the main cause being that the larger yachts were scarcely sufficiently manned, considering the force of the wind. From this circumstance the *Red Rover* also lost way, as compared with the *Belvidere*. Time:—*Wanderer* 2h. 56m. 37s.; *Belvidere*, 2h. 57m. 9s.; *Red Rover*, 2h. 58m.; *Bittern*, 3h. 4m. 4s.

Matters did not undergo any material change in the final round, although the Belvidere would probably have come in a little closer to the Wanderer if in running down the Broad for the last time she had not carried away her main halyards. This casualty did not, however, in any way affect the result of the match, as after receiving the usual allowance for difference of tonnage, the Belvidere had an advantage of 1m. 58s., and the prize (10 sovs.) was accordingly awarded to her. The close was thus recorded:—Wanderer, 8h. 12m. 10s.; Belvidere, 3h. 12m. 42s.; Red Rover, 3h. 13m. 57s.; Bittern, 3h. 21m. 49s.

At the regatta on Oulton Broad the Challenge Cup was again competed for, the Merlin (the holder) being challenged by the Wanderer. The burthen of the Merlin being 4 tons, and that of the Wanderer 14 tons, the Merlin was entitled to an allowance of five minutes. The start took place at 1h. 16m. 52s., the wind being again very strong, so that the waters of the Broad were very rough, and the smaller competitor had quite enough to do to accomplish the distance with safety, and at the same time to maintain a high rate of speed. The Wanderer, as was to be expected, at once took the lead, but the little Merlin gallantly continued the contest to the close, it being a question whether she could not keep within the margin allowed her. The start took place at 1h. 16m. 52s., and the first round resulted as follows: Wanderer, 1h. 31m. 24s.; Merlin, 1h. 32m. 12s. The Wanderer had thus an advantage of 48s., which was increased to 1m. 45s. at the end of the second round, 3m. at the end of the third round, 4m. 12s. at the end of the fourth round, 5m. at the end of the fifth round, and 5m. 25s. at the end of the sixth and final round, thus giving the Wanderer, after deducting 5m. for difference of tonnage, a narrow advantage of 25s.

After the conclusion of the match which this club held on Oulton Broad, a match was got up between Mr. Barber, of the Wanderer, and Mr. Nightingale, of the Red Rover. These yachts are as nearly as possible of equal tonnage, and have been very close rivals this season; it was therefore resolved by their owners to sail for 25 sovs. a side. The course selected was five times round the Broad, and the yachts started with a strong west wind at 5h. 17m. 10s. The Wanderer had the advantage at first, and completed her first round 1m. 25s. ahead of the Red Rover, the time recorded being, Wanderer, 5h. 31m. 50s.; Red Rover, 5h. 33m. 15s. In the second round this advantage was pretty well maintained, the Wanderer having a lead at the close of 1m. 19s. The third round was, through an accident, not timed, but the Wanderer now began to lose her advantage, and in the course of the fourth round was passed by her opponent, which afterwards maintained the lead; time, Red Rover, 6h. 21m. 5s.; Wanderer, 6h. 21m. 17s. The fifth and last round resulted further to the advantage of the Red Rover, which went more and more ahead, the yachts coming in at the close as follows:—Red Rover, 8h. 36m. 32s.; Wanderer, 6h. 37m. 35s. As no allowance had to be made for difference of tonnage, the Red Rover thus won by 1m. 3s.

GREAT YARMOUTH REGATTA.

THIS regatta came off on Tuesday, August 6th, which, we regret to say, was not so successful as had been expected in respect to matches wherein yachts are concerned. A purse of 50 sovs. was, as in former years, offered for first-class yachts, and the following entries appeared on the official card:—Dream, Major Westhead, 31 tons; Queen, Capt. Whitbread, 25 tons; Eva, Mr. W. Gade, 21 tons; and Oberon, Mr. J. D. Hewitt, 20 tons. The committee insisted, in accordance with the conditions printed on their card—whether or not the arrangement was more extensively advertised did not transpire—that four yachts should start, or that the match should be off; and neither the Queen nor the Oberon being present, further proceedings were thus barred. No explanation was given as to the absence of the Oberon, but it appeared from a telegram that Capt. Whitbread, the owner of the Queen, declined to compete on finding a money prize was offered. Major Westhead and Mr. Gade were not well pleased with this state of things, and a proposal was made to the committee that the two yachts should sail for 20 sovs., but not acceded to. Mr. Gade then offered to hand over the prize to the National Lifeboat Institution; this was also rejected. The leading feature of the programme thus came to nothing, arrangement for securing the attendance of distant yachts not having been commenced early enough in the season. This is not the first time a similar failure has occurred from the same cause, the townspeople being disinclined to move in the matter till the last moment. Of course yachtsmen cannot then disturb the engagements into which they have already entered on the southern or western coasts, or in the metropolitan waters, and hence a competition between first-class yachts is a rare thing off Yarmouth. The committee no doubt acted strictly in accordance with their printed condition in refusing their assent to a match on Tuesday; but, nevertheless, yachtsmen will fight shy of the port in future, unless greater encouragement is given to them. In default of the great yacht match, the committee fell back upon the yawls peculiar to the eastern coast, and river yachts connected with the locality.

About one o'clock the largest yawls started over a course marked by boats moored at points so as to indicate two triangles, the base line, which extended from the north battery to the Nelson column, being about two miles in length, and the entire distance sailed about seven miles. This course was traversed three times, but the wind was so light that the vessels were more than once becalmed. The following entered:—Queen Victoria, Yarmouth, 63ft.; Gipsy Queen, Winterton, 62ft.; Lady Hume, Winterton, 53ft.; Eclipse, Lowestoft, 55ft.; Thought, Lowestoft, 50ft.; and Star of the East, 'California' (a name given to some locality in the neighbourhood), 45ft. The start was effected in good order, the Gipsy Queen obtaining the lead, the Eclipse following. The Lady Hume, having a lee berth, was the last to get off. The scene, as they passed the jetty and began to gather way, was very picturesque; the swelling sails seemed to skim the water as closely as

the wings of some great aquatic bird, while all six were closely grouped together. The Eclipse was the first to stand out to sea on rounding the first angle of the course, but she was soon afterwards passed by the Queen Victoria, which maintained her advantage. On completing the first triangle, the Eclipse had fallen farther and farther behind, the Gipsy Queen being second, the Star of the East third. Before the first round was traversed the Eclipse and Lady Hume got into collision, the latter being stove in amidships on the starboard side. The injury was not so serious but that the Lady Hume easily made land, but her crew, nevertheless, deemed it prudent to retire from the match. The Eclipse held on, but in the course of the second round went so close to one of the boats moored to mark the course, that she could not "fetch round," and became consequently disqualified from proceeding further. The relative positions of the others remained unchanged, but the Queen Victoria continued to draw more ahead, gaining about five minutes in each round. The third and last round finished thus : Queen Victoria, 4h. 1m. 55s.; Gipsy Queen, 4h. 7m. 36s.; Thought, 4h. 20m. 49s.; Star of the East, 4h. 21m. 15s. An allowance of 30s. per foot was made (according to the printed conditions) for difference of length. The Queen Victoria's decided lead was not at all effected by it, and she consequently received the first prize, 15 sovs.; but the Gipsy Queen was reduced to the fourth place, and the Star of the East had also an advantage of 2m. 4s. over the Thought. On this calculation the Star of the East would be entitled to the second prize of 10 sovs., and the Thought to the third prize of 5 sovs. It was stated, however, that it was proposed to reduce the allowance to 15s. per foot, which would place the Gipsy Queen second, and the Star of the East third.

During the above match the river yachts (N. and S. Club) started for two prizes, viz., 25 sovs. for vessels above 10 tons, and 15 sovs. for those under. Half a minute per ton allowed. The entries comprised the Red Rover, Mr. S. Nightingale, Mayor of Yarmouth, 14 tons; the Rover, Mr. T. Palmer, of Norwich, 15 tons; the Argonaut, owned by Mr. Trafford, of Wroxham but entered in the name of Mr. Green, 19 tons; the Wanderer, Mr. J. L. Barber, of Yarmouth, 14 tons; the Belvidere, Mr. T. M. Read, of Yarmouth; 9 tons; the Bittern, Mr. J. B. Morgan, of Norwich, 7 tons; and the Iris, Mr. A. D. Stone, of Yarmouth, 8 tons. The start, which took place at 1h. 26m., was creditably effected; the Red Rover at once took the lead, the Belvidere following closely. On standing out to sea, after following the base line, the Wanderer had obtained a good place, and when the first triangle had been traversed she was second, the Rover being third, while the Belvidere had fallen fourth. The Argonaut, although the largest yacht, was sixth, the wind being more favourable for the lighter vessels. In this order the yachts completed the first round, the Argonaut towards its close working past the Iris, while the Bittern was a good way astern. In the second round the Wanderer was put under a reefed mainsail, and somewhat lost ground, although she still retained the second place. The Red Rover continued to increase her lead. The Rover and Belvidere worked on closely together, and

the Argonaut was a very indifferent fifth, although her canvas towered imposingly over her more humble opponents. In the third round the Argonaut, Bittern, and Iris did not appear. The Wanderer shook out her mainsail, and succeeded in gaining about a minute and a half on the Red Rover, which had, however, an unassailable lead. The gallant little Belvidere also succeeded in passing the Rover. The four yachts were thus timed:—Red Rover, 4h. 52m. 15s.; Wanderer, 4h. 57m. 39s.; Belvidere, 5h. 9m.; and Rover, 5h. 9m. 30s. The Red Rover consequently received the 25 sovs., and the Belvidere the 15 sovs. prize.

This was followed by another yawl match of the second class, which was won by the Volunteer receiving 12 sovs., Good Tidings 5 sovs., Shannon 3 sovs.

There were several rowing matches, which created much more excitement than the yacht matches, the people engaged being all natives.

IRISH MODEL YACHT CLUB.

THE match for the Challenge Cup (won for the first time in 1859 by the Virago, and secondly; in 1860, by the Dove) was sailed on the 13th of July at Kingstown. There was also a prize of £2 for the second boat. The course was from a line marked in the harbour round the buoy at the southern end of Burford Bank, thence round the North Burford and South Bay Buoys into the harbour round the Hauling Buoy near the entrance, leaving all on the port hand, again round the same course a second time in the same manner, with this exception, that the Hauling Buoy was to be left this time on the starboard hand, in all about 24 miles. Under the conditions upon which the cup was originally presented, the yachts to contend for it must not be over 15 tons. The following yachts of the club took up their stations (No 1 being to windward) with springs on their cables:—

Bianca, 12 tons, W. Wilton, Virago, 10½, J. A. Lyle; Dove, 12, T. D. Keogh, Sneezer, 6, A. Thomas; 13, D. Ferguson; Magnet, E. J. Bolton; Flirt, 7, W. Boyd, Electric, 8, R. Casey

Nearly all the boats were under their largest canvas. The wind in the earlier part of the day was light from the N.E., but gradually freshened to a breeze from the same point. The day was very disagreeable, so thick that one could not see more than about a mile and a half, and with such incessant drizzling rain as to effectually discourage spectators. At ten minutes after two the signal to start was given, and a beautiful sight it was, these eight little ones canting their heads round. The Sneezer was the first off, and led out, closely followed by the Virago, next the Bianca, Dove, and Magnet together, the remaining four at short intervals. The Magnet ran through the lee of the Dove and Bianca, and got to weather of them, and also in about a quarter of an hour passed to windward of the Virago, which now took the second place. To the South Burford was a full-and-by; from

that to the North Burford was a dead beat to windward. The South Burford was passed thus:—

Magnet, 2h. 55m; Virago, 2h. 58m. 30s.; Dove, 3h. 1m.; Ethel, 3h. 3m.; Bianca, 3h. 2m.; Sneezer, 3h. 6m. The others a few minutes after.

Before reaching the South Burford the wind had freshened and the sea got up considerably, and most of the boats shifted jibs and topsails, and made all snug for the beat. The Bianca, shortly after this, carried away her triatic stay, and being short handed, was unable to refit. The Dove did not appear to sail at all as she is accustomed, and having carried away something, apparently, hauled down her flag and bore away for the harbour. The Magnet was very well handled, and continued to increase her lead wonderfully: the Ethel, also, began to show her weatherly qualities in a sea, and passed to windward of the Virago, taking the second place. The latter foolishly carried her balloon-jib, and could not hold her wind at all as she ought. The North Burford Buoy was rounded as follows by the leading boats:

Magnet, 3h. 30m.; Ethel, 3h. 58m.; Virago, 4h. 5m.

Sheets were then eased off a little, and the wind still freshening, these three had plenty of it; the other boats gave up the contest. The Ethel having mistaken the course unfortunately, was so much thrown out that she did not go round the course a second time. The Virago then lowered her jib-headed topsail, set her second jib, and got her peak well up for the first time, and soon began to make tracks in the wake of the Magnet, sailing splendidly in the sea, which had now still further increased. Though she gained on her larger rival considerably, she was unable altogether to pull up her distance. The two finally rounded the flag-ship Oriana thus:—Magnet, 7h. 2m.; Virago, 7h. 15m. The former winning the cup, the latter the £2 prize. The Magnet, however, had lost several minutes by going round a buoy, which it was unnecessary for her to have done.

ROYAL HALIFAX YACHT CLUB, CANADA.

August 1st.—Race for the Prince of Wales' Cup by yachts owned by members of the Royal Yacht Club. For this race the following boats were entered:—Kestrel (new), Mr. Smyth, 63rd regt.; Midge, Mr. Burton, ditto; Musquito, Capt. Dawson, R. E.; Petrel, William Hare; Falcon, J. R. Wallace; Thistle, F. P. Passow; Wave, J. B. Crow; Foam, F. J. Albro; Blanche, G. A. V. Paw.

The yachts were moored by the head with sail set, and wore slowly round, the wind being light. The Foam was first round, and led for a time, but the Falcon soon took the lead, and kept it while running off the wind. The yachts had all their light sails aloft, and presented a very beautiful appearance. The Blanche, in her Mudian rig, looked exceedingly well, and for a time was the favourite. Unfortunately she carried away her mast early in the day, and Commodore Paw returned to the Pyramus in time to preside over the dinner, and the accompanying "feast of reason and flow of the soul." They are modest men to whom this portion of the entertainment was entrusted, and by whom it was successfully carried out, else we should name them.

The Wave was the first boat in, and a beautiful sight it was, as she swept by the bow of the Pyramus, the lofty white cloud of canvas uprising from the dark and graceful hull, half smothered in foam. Next came the Petrel, in fine style, and a short distance behind the Kestrel. Then the Musquito and Foam, side by side, followed by the Falcon, Thistle, and Midge. After allowing one minute per ton, the Wave still remained the victor.

The semi-annual race between the yachts of the above club on Sept. 13th, for the new Challenge Cup, was admitted by all who witnessed it to have been one of the handsomest and interesting that ever took place in our harbour. The wind was from the northward, and the course from the umpire's vessel, off Richmond, round Mars Rock Buoy, and back to the place of starting.

The day was one of the most delightful of the season, with a moderate breeze blowing; not strong enough, however, to meet the desires of some of the yachtsmen. The yachts were started in capital style about half past twelve, and presented a very handsome spectacle as they passed, with flowing sheets, the English and French war ships off the dockyard; the decks of which were crowded with spectators, who seemed to enter fully into the spirit of the exciting scene. The race, as it proceeded southward, increased in interest, and the squadron, which for some time seemed loath to separate very widely, was repeatedly cheered in passing the wharves of the city. As the yachts proceeded seaward, the distance between them commenced to widen. After rounding Mars Rock Buoy, the most exciting part of the race, to yachtsmen, commenced, in the beat to windward under the uncertain vicissitudes of a moderate northerly wind. Towards the conclusion of the race, the contest between the yachts Wave, Petrel, and Ada was quite sharp; and was witnessed with lively interest by those on board the umpire's vessel.

The following started:—Wave, Mr. J. B. Crow; Petrel, Mr. Hare; Ada, Mr. C. E. Brown; Foam, Mr. F. J. Albro; Thistle, Mr. Passow; Falcon, Mr. J. R. Wallace; and Kestrel, Lieut. Smythe.

According to the regulated allowance of time for tonnage, Mr. Brown's Ada was pronounced by the umpires to be the winning yacht.

The commodore and several members of the club, with their guests, were in the umpires' vessel; and at the conclusion of the race the party partook of an excellent luncheon on board.

The race, with all its attendant associations of good cheer and generous rivalry, was one of the pleasantest occasions that the club has ever enjoyed.

In the above race, the Bermudian yacht Thistle showed remarkable weathery qualities, having, in one reach, made Farrel's wharf, Dartmouth, from Mars Rock Buoy. This yacht claims the third position in the race, allowing time for tonnage. The owner of the Thistle, we understand, is willing to sail his yacht against either the Ada or Petrel, a Bermudian race, once to windward, and once to leeward.

NOTICE TO CORRESPONDENTS.

Several communications stand over till our next.

All communications to be addressed to the Editor, 6, New Church St., N.W.

HUNT & Co., Printers, 6, New Church Street, Edgware Road.

NE.

known in
al sports
country

ure boats
s, and it
ned their
ful have
sed of a
ned can

nd there
aids the
e traces
h Yacht
le to the
t deeds,
flourish
a small
their in-

The Wave v
by the bow of
dark and grac
style, and a st
side by side, fi
minute per to

The semi-a
the new Chall
of the handso
wind was from
Richmond, ro

The day wa
blowing; not
men. The y
presented a v
English and l
crowded with
scene. The
squadron, wh
repeatedly cl
proceeded se
rounding Ma
commenced, i
moderate no
between the ;
with lively ir

The follow
Mr. C. E. Br
J. R. Wallac

According
was pronoun

The comm
the umpires'
excellent lun

The race,
rivalry, was

In the abo
qualities, ha
Rock Buoy.
for tonnage.
yacht again
and once to

Several co

All commu

HUNT'S YACHTING MAGAZINE.

NOVEMBER, 1861.

YACHTING IN 1861.

WE have just seen the close of one of the best seasons ever known in the United Kingdom since yachting became one of the principal sports of the world, for such it assuredly may be termed, as now every country east, west, north, and south boasts of its fleets of pleasure craft.

England some half century back had only a few open pleasure boats which were occasionally sailed on our inland waters in matches, and it is only within the last few years that scientific men have turned their attention to the improvement of these vessels,—and so successful have been their efforts that England may now assert she is possessed of a fleet of unsurpassable clippers, that not all the world combined can produce its equal.

Year after year fast vessels are added to the different clubs, and there is a professional jealousy amongst our builders which materially aids the draughtsman in carrying out with correctness the ideas that he traces on paper. During the past three years artisans connected with Yacht building have been fully employed, and a great addition made to the Club lists, many of these vessels have already achieved great deeds, and obtained an imperishable fame. But yachting does not flourish solely by the building of new craft, for the owners form only a small portion of the members enrolled in the several clubs, who by their in-

fluence, subscriptions and donations furnish the "ways and means" to uphold the racing character of the country, in giving good prizes at the various regattas and matches. There are thousands of gentlemen whose names never come before the public, that are good and active bees in the great hive—"the *Pleasure Navy*"; these are the men who form the principal portion of the vast machine, and who zealously labour to keep it in motion.

All clubs may arrive at prosperity, if the plan of the Metropolitans is adopted—to meet once a month throughout the winter—to admit new members, and discuss matters interesting to yachting. It may be urged that such is impracticable in some Clubs—for instance the Royal Squadron, and Royal Victoria—granted—the members of these Clubs (non-residents of the Isle) would find it inconvenient,—but as most of them have town residences, how easily could they meet at some hotel. From close observance of the present Metropolitan Clubs we are confident all that is wanted to ensure success in *every* club, is a hearty determination to use vigilance and zeal in carrying out the above suggestion.

Before we proceed to analyze the doings of the past season, it may not be uninteresting to our readers to *con* the progress of the Royal Yacht Squadron from its commencement,* as we may from that date the sailing for prizes on the "briny", and the subsequent success of the *Pleasure Navy*. "Our own Correspondent" in *Bell's Life* states, that the first meeting was held 1st of June, 1815, at the Thatched House Tavern St. James's to commemorate the victories which had been achieved, at which meeting the late Earl de Grey presided, and here is an Alphabetical list of those who were present:—Viscount Ashbrook, C. Aylmer, W. Baring, Earl of Belmore, Captain F. Berkeley, B. P. Blackford, Marquis of Buckingham, Lord Cawder, S. Challin, Earl of Craven, Sir William Curtis, Bart., Viscount Deerhurst, J. N. Fazakerley, Viscount Fitzharris, J. Fitzgerald, Lord Grantham, C. Grant, T. Halifax, the Hon. W. H. Hare, H. A. Herbert, Sir John Coxe Hipplesey, Bart. Viscount Kirkwall (present Earl of Orkney), T. Lewin, J. Lindegren, — Lloyd (of Marle) Rev. Charles A. North, Lord Nugent, Hon. C. A. Pelham (the late Earl of Yarborough), Lord Ponsonby, Sir Richard Puleston, Bart., Harry Scott, Colonel Shedden, Thomas A. Smith, jun., Sir George Thomas, Bart., Marquis of Thomond, Earl of Uxbridge (late Marquis of Anglesey), Bayles Wardle, Sir Godfrey Webster, Bart., Joseph Weld, James Weld, Colonel Whatlay, Owen Williams.

Among the several resolutions which were adopted at the meeting we may mention the following as of general interest:—First, That the

* Some account of this club will be found in our first volume, 1852.

club be called "The Yacht Club." Second, That the following persons (enumerated above) are the original members, and that hereafter the qualification to entitle a gentleman to become a member be the ownership of a vessel not under 10 tons, and that on his admission the entrance fee be two guineas. That the distinguishing ensign of the club be a white flag with the Union in the corner.

On the 15th of July following, Sir Edward Thornborough, then Commander-in-Chief at Portsmouth, sent cards to each member, permitting them to land and embark at the Sally Port, which was considered to be a great boon or compliment in those days.

May 30th, 1816, it was resolved that the annual subscription of two guineas be paid by each member, and that the yachts of the club should wear a plain white burgee at the masthead.

In September, 1817.—Capt. the Hon. Sir Charles Paget then commanding the Royal George yacht off Brighton, wrote to the Secretary the following;—"The Prince Regent desires to be a Member of the Yacht Club, and you are to consider this an official notification of His Royal Highness's desire." On the 6th of June, 1818, their Royal Highnesses the Duke of Clarence and Duke of Gloucester were, by their desire, also placed on the list of members. On the 22nd of the same month a uniform button was ordered for the members, and that the necessary qualification for a candidate thereafter should be the *bona fide* ownership of a yacht not under 20 tons. Officers of the navy not under the rank of Commander were made eligible to be elected honorary members; not to pay any entrance or subscription.

June, 1819.—Yachts of the club were directed to make their numbers to the admiral's ship, on entering Portsmouth: yachts were exempted from harbour dues in all French ports.

Sept. 5th, 1820.—Sir B. Bloomfield wrote from Carlton House that his Majesty George IV., desired the club to be thenceforth styled "the Royal Yacht Club."

June 1st, 1821.—The colours of the club were changed to the national red ensign, and plain red burgee. Aug. 17th of same year, the club burgee to have in future a swallow-tail.

Aug. 23rd, 1824.—The annual subscription was increased to £5, and the red ensign in future to have R Y.C., and a crown and foul anchor in it.

June 10th, 1826.—It was ordered that honorary members who use the club house pay £1 per year. Sept. 20th,—The entrance fee for all members was then raised to £10, and the annual subscription to £8. The tonnage required to qualify a gentleman to become a member was thirty tons, instead of twenty tons.

Feb. 2nd, 1827.—The Netherlands Government granted a similar privilege to yachts as the French.

May, 1829.—Viscount Deerhurst presented the club with a battery of six 6-pounders, and the Spanish and Russian Governments granted the privilege of entering their ports on the same footing as a man-of-war, free of port dues. June.—The Lords of the Admiralty issued warrants for the yachts of the club to wear the St. George's ensign, and in consequence thereof the burgee in future was declared should be white with a red cross, and a yellow crown in the centre of the cross.

In 1834, by command of His late Majesty King William IV., the name of the club was altered to its present title, the Royal Yacht Squadron. In that year we find His Majesty granted a royal cup, value 100 guineas, to be annually sailed for by yachts belonging to the Squadron, and the cutter Harriet, of 65 tons, G. W. Heneage, Esq., became the winner thereof. In the following years, 1835-6-7, the cutters Columbine, 90 tons, J. Smith-Barry; Breeze, 55 tons, J. Lyon; and Amulet, 51 tons, John Meiklam, severally became the possessors of the annual royal gift.

On the decease of His Majesty, in 1837, our Most Gracious Sovereign became the patroness of the Squadron, and caused the royal gift to be annually continued.

In 1838 the present Alarm, then a cutter of 193 tons, was the winner of the Queen's Plate, which it was in future to be called. Subsequently the Prince Consort caused to be presented annually a cup of the value of fifty guineas, to be sailed for by yachts of the Squadron during the regattas.

Continued List of Winners of H.M. Cups.

Date.	Yachts' Names.	Rig.	Tons.	Owners.
1839	Dolphin.....	schooner	217	G. H. Ackers, Esq.
1840	Reindeer.....	cutter	107	J. Moore, Esq.
1841	Aurora	cutter	47	W. Beach, Esq.
1842	Circassian... ..	schooner	160	W. Lyon, Esq.
1843	Eudora	cutter	59	R. W. Cooper, Esq.
1844	Alarm.....	cutter	193	J. Weld, Esq.
1845	Flirt.....	schooner	155	Sir B. R. Graham
1846	Zephyretta.....	schooner	180	H. Hope, Esq.
1847	Heroine	cutter	35	Sir J. R. Carnac
1848	Sultana.....	cutter	100	R. C. Naylor, Esq.
1849	Cygnets.....	cutter	35	H. Lambert, Esq.
1850	Arrow	cutter	84	T. Chamberlayne, Esq.
1851	Bacchante.....	cutter	80	B. H. Jones, Esq.

In the last named year we note the arrival of the America, and the

revolution which was effected thereby among the yachts by their alteration and re-modelling, all which is still fresh upon the mind. During the winter the old Arrow was lengthened, and converted into a cutter from 84 to 102 tons, and in 1852 the first year of the new school, she became the winner of H. M. Plate, beating the Lavrock and Aurora. In the following years the Royal Plate was won as follows:—

1853.—Gloriana, schooner, 134 tons, J. Gee, Esq.; built after the lines of the Mary Taylor, beating the Shark and Viking.

1854.—Alarm, schooner, beating Shark, Titania, and Ginevra.

1855.—Bacchante, cutter, 80 tons, beating Aurora, Lavrock, and Gondola.

1856.—Gloriana, (second time), beating Lalla Rookh, Urania and Viking

1857.—Lulworth, cutter, 80 tons, beating Extravaganza, Caprice and Maritana.

1858.—Alarm was again the winner of H. M. Cup, since she was converted from a cutter to a schooner, and was then the winner of four of H. M. cups.

1859.—The new cutter Brunette, 70 tons, Colonel Smith, beat the Osprey and Marina.

1860.—Aline, schooner, 216 tons, Capt. Thellusson, (new by Camper,) beating Enchantress, Lalla Rookh, Zouave, Albatross, Myrtle and Resolution.

1861.—Alarm again won Her Majesty's Cup, beating the schooners Aline, 216 tons, Capt. Thullusson, Galley of Lorn, 280 tons, Marquis of Breadalbane, and Albertine, 156 tons, Lord Londesborough.

In 1857, the lease of the club-house being about to expire, and Cowes Castle having, by the death of the occupant, reverted to the Woods and Forests, the Squadron became the lessees of the Castle, and caused the building to be considerably enlarged for their accommodation, and in the season of 1859 it was so far completed as to enable them to make it their future head-quarters, and the burgee was for the first time hoisted at the Castle. The old club-house has since been converted into an hotel.

(To be continued.)

WRECK REGISTER AND CHART FOR 1860.

For the past nine years we have periodically called public attention to the Annual Official Register of Shipwrecks on the Coast and in the Seas of the United Kingdom, presented by the Board of Trade to Parliament. It is hardly possible to overrate the importance of this document, for it details with great accuracy, an annual average loss of 800 lives, and the destruction of about £1,500,000 of property yearly, from these lamentable disasters.

The past year will long be remembered for its stormy character, which penetrated far into the summer, for between the latter end of May and the beginning of June, upwards of 250 shipwrecks occurred.

As might have been expected from the continued succession of bad weather, the number of shipwrecks during the whole year was unusually large, giving a total loss of 1,379. Whilst, however, wrecks and strandings have increased, collisions have happily decreased, being 298 against 349 in 1859; but the whole number of casualties of all kinds in 1860 is 146 above the annual average for the past six years. On the other hand, it is satisfactory to find, that although the number of wrecks and strandings has been greater than usual, the loss of life has been considerably less, being 264 under the annual average of the past nine years. The total loss of life from the 1,379 shipwrecks during the year was 536, whilst 2,152 persons were fortunately saved by life-boats, the rocket and mortar apparatus, shore boats, and other means—a most gratifying and encouraging result, not only to the poor people themselves thus snatched from a premature death, but also to those who have toiled hard for many years past in organizing and completing the means of saving life from shipwreck on our coasts.

With respect to the important services thus performed, there is a terrible sameness in their general character every year, though the details are ever new and ever interesting. It is the same story in one sense, but the several parts of which are minutely varied. It is always a “brave ship” in distress, always the “winds and seas roaring,” always some “poor souls” who are in the direst extremity of danger. Happily, too, through the instrumentality of the National Life-boat Institution and other bodies, it is nearly always the same story on the humane side. The life-boat is always ready, and a brave crew is ever at hand to man her.

The great and unprecedented loss of life in 1859 was mainly attributable to the destruction of two or three large passenger-ships. It will be remembered that 870 lives were lost in two great calamitous disas-

ters alone, viz.—the wrecks of the Royal Charter, on the Anglesey coast; and the Pomona, on the Blackwater Bank, on the Irish coast.

The *Register* furnishes, as usual, some curious facts relative to the class of ships that are inevitably wrecked when overtaken by a gale of wind. Of the 2,795 vessels wrecked on our coasts during the past two years, 1,504—or more than half—were colliers, and of that class; and 1,291 were timber laden, passenger ships, and vessels in ballast.

Of these our old friends the schooners hold as usual their pre-eminence for wrecking, 912 of them having during the same period gone to pieces. Next to the schooners come the brigs, 644 of which have in the same time met a similar fate. We find that of the 1,379 vessels wrecked last year, 554 were commanded by masters who were *not* required to have certificates of competency.

The annexed table shows that the classes of ships to which casualties most frequently occur are those between 50 and 300 tons burthen, which are usually employed in carrying coal, coke, ores, and stone.

Vessels under 50 tons.....	285
51 and under 100 “	393
101 “ 300 “	557
301 “ 600 “	105
601 “ 900 “	25
901 “ 1200 “	9
1200 and upwards.....	6
	<hr/>
	1,379

The direction of the wind which proved most destructive to vessels wrecked on our coasts last year is also given: 111 vessels were wrecked during the prevalence of the wind from the S.W.; 128 from W.N.W.; and 104 from N.W. 8 vessels were wrecked during absolutely *calm weather*; 151 in a fresh breeze; 168 in a whole gale; 101 in a storm; and 139 in a hurricane.

We find that 21 wrecks took place from not heaving the lead; 2 from intemperance; 85 from general negligence and want of caution, 39 foundered from unseaworthiness; and 5 from defective compasses.

Some curious facts are given in the *Register* regarding the ages of ships. It appears that when they should be most vigorous they are the most feeble. Thus we find that during the past three years, 377 vessels under three years old were wrecked, and 472 between the ages of three and seven years; whilst 644 of them perished between the ages of fifteen and twenty.

The accompanying Wreck Chart shows clearly the site of each of the casualties from shipwrecks on our coasts during the year 1860. Whe

can behold such a picture of the loss of hundreds of lives, without contributing, as far as his means will, allow him, to the mitigation of so much human suffering!

The estimated loss of property last year, as reported by the officers of some of the ships at the time of the several casualties is given. It is, however, absolutely impossible to ascertain correctly the loss of property from all the disasters that annually occur on our coasts. The destruction of fishing-boats, such as was witnessed lately at Yarmouth and Filey, is not referred to in the *Register*.

We believe that this lamentable state of things, by which a great loss of life and an immense destruction of property take place every year, cannot be remedied until all vessels are subjected to a rigid inspection before they put out to sea, in order that it may be accurately ascertained whether they are well found and provided with life-boats, and with such a proper and suitable equipment, as will enable them to combat successfully with the elements.

We cannot help laying great stress on this point, because the loss of life from shipwrecks on the *coasts* alone of the British Isles within the last eleven years is really frightful to contemplate: it amounted to 6,883.

The districts where this immense sacrifice of human life took place—inflicted, we fear, not solely by the visitation of God, but in a great degree through the obstinacy and perverseness of man—are as follows:

Farn Islands to Flamborough Head.....	523
Flamborough Head to the North Foreland.....	957
North Foreland to St. Catherine's Point.....	465
St. Catherine's Point to Start Point.....	81
Start Point to the Land's End.....	445
Land's End to Hartland Point, including Scilly.....	330
Hartland Point to St. David's Head.....	440
St. David's Head and Carnsore Point to Lambay Island and Skerries, Anglesey	879
Skerries and Lambay to Fair Head and Mull of Cantire.....	1453
Cape Wrath to Buchan Ness,.....	197
Buchan Ness to Farn Islands.....	271
All other parts of the coast.....	842
<hr/>	
Total lives lost	6,883

Between the Farn Islands and the North Foreland there are sixty-two life-boat establishments, and as many life-saving rocket and mortar stations. Here every winter some of the most daring and persevering life-boat services are performed. The poor sufferers are often snatched from the very jaws of death; and, on the lowest calculation, to this large

number of 1,480 persons who have perished in this district, one-third more would have swelled the death roll had it not been for the services of the life-boats and the life-saving apparatus.

From the above account of the loss of life on the coasts it is seen that the most serious wrecks, resulting in the greatest loss of life, do not happen on the north-east coast of England as is generally supposed, but on those parts of our coasts most frequented by large foreign ships. A few months ago a large American ship, the *Danube*, was coming up the Irish Channel. Mistaking her position, she found herself on some rocks in Cardigan Bay. A fearful storm was raging at the time. Her signals of distress were observed late in the evening. The Portmadoc life-boat, belonging to the National Life-boat Institution, was immediately launched to the rescue of the crew, who had taken to their boats. After a night of hardship and ceaseless toil, the life-boat brought on shore seventeen poor creatures, who were more dead than alive. Similar services are constantly being rendered by the Institution's life-boats to foreign ships' crews, and frequently to those belonging to the United States of America.

During the past nine years the total number of all casualties on the coasts and in the seas of the British Isles are thus given;—in 1852, there were 1,115; in 1853, 832; in 1854, 987; in 1855, 1,141; in 1856, 1,153; in 1857, 1,143; in 1858, 1,170; in 1859, 1,416; and in 1860, 1,379; making a total of 10,336 vessels lost in nine years or 1 in every 210 British ships, and 1 in every 232 foreign vessels, and giving an average annual loss of 1,148 vessels on the coasts and in the seas of the United Kingdom.

We regret to find that the sacrifice of life from this great multitude of shipwrecks amounted to 7,201, or an average of 800 lives that meet with a watery grave from shipwreck every year on the coasts and in the seas of the British Isles.

In our narrow seas it is only natural that a large number of collisions should constantly take place. The number of British and foreign vessels entering British ports, including repeated voyages, every year amounts to upwards of 204,945, representing a tonnage of 29,176,196. Vessels clearing outwards under the same circumstances every year number 209,402, representing a tonnage burden of 29,530,906. We must, therefore, be prepared for a considerable number of collisions, although happily it is not increasing. During the past six years they have amounted to 1,788, giving an annual average of nearly 300. No calamity is greater than that of a collision at sea during a dark, stormy night. It is often instantaneous in its destructive effects; and in less than ten minutes afterwards it frequently happens that not a vestige of one

of the ships is to be seen, a large number of persons frequently sinking with her.

Having dwelt on the dark side of our picture so long, we must now briefly turn to the brighter and more encouraging side of it.

It appears that during the past five years the number of lives saved on the coast by life-boats, life-saving apparatus, shore and ship's boats, and other means, amounts to 11,495.

We cannot refrain from giving a few examples of noble life-boat services:—

On the 10th of February last, in the fearful gale from the east which caused such destruction to shipping and terrible loss of life on our east coast, the brig *Providence*, of Shields, coal laden, was driven on the Long Scar Rocks, between the mouth of the Tees and Hartlepool. The Seaton Carew life-boat, belonging to the National Life-boat Institution, was quickly launched, and proceeded to her assistance through a high surf, took off her crew, eight in number, and landed them in safety. She had scarcely done so, when she was again called to the *Mayflower*, of Newcastle, also coal laden, which had gone ashore on the East Gaze Sand, off the Tees mouth. The life-boat also took off her crew of eight men, and safely landed them. On the previous day this boat had, in conjunction with the West Hartlepool life-boat, endeavoured to save the crews of the brig *Alliance* of Guernsey, and schooner *Warnsbeck* of Shields, which were wrecked on the Long Scar Rocks, but although every effort was made, they were unsuccessful, owing to the difficult position into which the vessels had driven on these dangerous rocks. As it was, the boat was injured and partially disabled thereby.

“I wish you had been here on that disastrous Saturday and Sunday, (9th and 10th February),” writes the Honorary Secretary, the Rev. J. Lawson, of the Seaton Carew Branch of the National Life-Boat Institution, “I am sure you would have been gratified to see the gallant way in which our crew worked, though composed, as you know, chiefly of landsmen. They were going from 9h. a.m., on Saturday until 11h. a.m.; on Sunday, without rest, and not only attending to our own life-boat, but helping to man the West Hartlepool boat when short of hands.”

Again, on the 1st of January, 5 men were saved on the Doomed Bar Bank, Padstow, from the brigantine *Nugget*, of Bideford. From 1st to the 6th of January, 32 men were saved by the Institution's boats, and one vessel was brought safely into harbour. But sometimes darkness is added to the perils which the life-boat men encounter in their exertions on the stormy deep. At Lyme Regis, for instance, the word was given during one of the winter nights that a vessel was in the offing

•

in distress. It was "pitchy dark;" a strong gale was blowing, and a heavy surf beating on the shore, but the life-boat men felt that duty called, and did not hesitate. They went to sea as if it were to their fire-sides they were going; and they were successful in saving a ship's crew. The brief narrative of this adventure tells us that very few on shore believed the life-boat "would ever return," the night was so awful; "it was sufficient to appal any one entering the life-boat."

The payments to the crews of the life-boats are placed in the Annual Report of the Life-boat Institution, opposite the services thus rendered.

For instance, the 16 men belonging to the brigs *Providence* and *Mayflower*, mentioned above, were saved for the sum of £25. At Portmadoc, in a heavy gale with a terrific surf, 17 men were saved for £14. This is about 17s. a head, and flesh and blood is certainly cheap at that rate. The Carnsore life-boat saved 19 persons, at a cost of £22 14s. Suppose the average expense of saving a man by means of the life-boat is a pound, this is the way to put it before the public—will you give 20s. a year to save a fellow-creature from a horrible death? Perhaps you save more than one by that gift. You may save a family from an irreparable loss, you may restore a darling boy to his widowed mother, a father to his young and helpless children. Here is a strong claim upon the national benevolence, and fortunately it is becoming day by day more openly acknowledged, just as the merits of the National Life-boat Institution become more widely known.

Public and private gratitude calls for the support of this Institution, and some instances have been recorded which show how beautifully gratitude works, and how sweetly its work is repaid. The Carnsore life-boat, mentioned above as saving 19 people from shipwreck, was the "thank-offering" of a lady who was saved from drowning. One sees a striking appropriateness in that thank-offering, as an example of the ruling which brings good out of evil. There is another instance recorded of a similar character. Two ladies, in memory of a departed sister, place a life-boat at Llandudno, in North Wales, and call it the "Sisters' Memorial." The memory of departed worth, or departed affection, could not be preserved in a more fitting manner. The memorial is all goodness and all mercy, and has as little of the taint of the world in it as anything else that could be mentioned. It is to keep these benevolences in active operation—to endow them for ever, as it were—that the Life-boat Institution appeals to the public. It is an appeal that will stand any test—a cause that all can assist in—and a cause that only requires to be known to insure a sufficiency of help to keep up its large life-saving fleet of 115 life-boats, and gradually to increase their number.

SKETCHES OF NAVAL LIFE.*

BY AN OLD SALT.

CHAPTER XIV.

ONE has heard of a wild beast showman putting his head within a lion's jaws, and entreating the bye-standers to call out when he began to wag his tail, but that man's moral and physical perturbation was simply nothing as compared with mine, when, as I stated in last chapter, I found myself in mid air, and our irate commander's face within an inch of mine, as he said, "*Bad*, you whelp, what *do* you mean by *bad*?"

I could only stammer out, "Oh, sir, please don't sir; I beg pardon, sir," on which he relaxed his hold, and I flopped down on my feet with a vague idea that I had been murdered and brought to life again; then, still thinking him the very cruellist of created mortals, I stood doggedly silent, he looking down on me in like manner.

At last he said, "Young gentleman, look at me, if you please." I did so, and he added, "Now, then, have the decency to explain, *if you can*, why you cast such an imputation on me,—a gentleman, and your commander?"

I thought I would become a martyr in the cause of the poor fishermen, and thereby get the applause of all hands, if he killed me for what I was going to say, so I blubbered out, "If you please, sir, *everybody* says you're being bad to the poor fishermen we ran down, sir!" Out it came: "You inconceivable little ass—but its too ridiculous, ha, ha, ha! by George! well really, ha, ha, ha! why you,—upon my honour,—come along, youngster, sit down and eat your luncheon, if I haven't shaken your appetite out of you: here, a glass of wine with you; your good health and better manners; and now then, answer my first question directly and to the point, without any of your ifs, or buts, or bads; can you keep a secret?" I said "Yes;" and he then went on and explained to me, that I was to stay on shore and superintend the fitting out of a new fishing smack he was *going to buy* for the poor fishermen out of his own pocket, and that I was to see she had everything of the best for a craft of her calling, and I was to try and worm out of the old fisherman his wife's name, and if I thought he loved her, the smack was to be called after her; and I was to keep this a profound secret, as I feared death and his displeasure. All this I promised to do solemnly, begging to be allowed the assistance of Bill Williams in looking out and judging

* Continued from page 443.

what was best, as he had been a west country fisherman before joining the navy.

The captain shook his head and said, "No, no, youngster, he's a very good man, but this sort of thing is only safe in gentlemanly keeping, so you must trust your own discretion and your coal-trade experience to help you out."

I said, in reply, "Williams is a gentleman in his heart, sir, and would die before he opened his lips against your orders!" "Very well," he said, "on your head be it, then; take him with you, buy the best smack you can, fit her out complete for trawling, and I'll give you a cheque for her price when completed—only remember, get Williams *on shore* before you broach this subject to him, and don't let him set foot on board again till all is ready for my completion of the affair."

Accordingly, the next morning I donned a suit of plain clothes, told Williams he was to go on shore with me, and then went to the captain for final orders. I told him I had learned that the old man loved his wife dearly, and that her name was Betty, and that he mourned more about her than himself. I then said I hoped he would forgive me for what I had said about him in the first instance, while he laughed and said, "Oh yes, youngster, it was too good a joke not to be forgiven, though not so easily forgotten; so, now, away with you, and see that yourself and companion act with discretion in this matter, as you value my friendship, and let me know when everything is complete!"

We accordingly started, and got on shore just in time to catch Mrs. Williams stepping into a shore-boat to go alongside the frigate to her husband, she having (as Billy called it) *tided* it alongshore in carriers' carts and wagons from Plymouth to Portsmouth, to join him once more. It was a happy meeting that of Billy and his spouse. She looked so glad to see him, and she was so properly dressed, all her old flaunty clothes being changed for plain, decent apparel; and, as to him, I verily believe he would have rejected the advances of Venus herself for the sake of his new made rib. So we stepped into her boat, and went over to Gosport, and found three or four smacks wanting customers, in various stages towards completion.

My first enterprise, however, was being closeted with Billy *and his wife*, (whom I thought it better to tell *all* at once than let him do it afterwards), when I fully explained our commander's views and wishes, and swore them to death-like silence on the subject over three glasses of rum shrub. We first went and looked, came back and talked, then Billy went alone, and bargained for a bran new smack, sails, boat, trawls, nets, lines, &c., complete, for (I think) £150, *provided* Billy

could produce the *tin*, of which the builder seemed to entertain strong and rather reasonable doubts. This was a "poser," so I went to the George and saw our governor, and he told me to tell Williams to say to the builder that he would find the money lodged at the bank in his name, and for his sole use, if he, the builder, chose to inquire. Money matters being thus put right, the builder set to work with a will, and in eight days our craft was full rigged and equipped with every necessary, amply found for her particular vocation; the word "Betty" painted on her stern; and, redolent of paint and tar, she was launched into (what people will insist on misnaming) her *native* element. Our governor came to the launch and made Mrs. Williams christen her, on which occasion she looked so well and blushed so becomingly, that he vowed Williams was a lucky dog to possess so handsome a craft.

He then ordered Williams to get three men alongshore to man her, and to have her sailing near the frigate at noon next day, but to keep far enough off not to be recognized by the naked eye. I was then ordered to go off with him in the gig, and to tell *no one* a single word about the matter without his permission; so, off I accordingly went, reported myself to the first lieutenant, and slipped into my middy's uniform as fast as possible. Now the game began, first in the midshipmen's berth, then in the lieutenants'; and then, when the captain went on shore, the first lieutenant sent for me into his cabin, and asked *where* I had been for the last ten days?

"On shore, sir."

"Thank you most kindly youngster; but what have you been about all the time, eh?"

"Nothing particular, sir."

"That is to say, you've not robbed the mail or plundered a hen-roost; but what *have* you been doing, as I presume you've been doing something or other besides pure eating, drinking, and sleeping?"

"I was walking about a good deal, sir, seeing my friends."

"Oh, aye, yes, certainly, your mother, I presume, not having quite weaned you came down to finish her nursing, eh, or your private tutor has just done cramming Euclid down your throat: pooh, pooh, youngster, why can't you speak out; I give you my honour I'll keep your secret if you have one, so tell me at once, for know I will, so there's an end of it?"

"If I tell *you*, sir, I shall forfeit my honour, and I won't do it, if you kill me for it!"

"Oh! *your* honour; I beg pardon, I forgot the commodity was so universal, though differing doubtless like the stars in brightness; but

you're right in principle I'm free to confess, only—come, hang it, tell *me*, and I won't say *one* word; come do, there's a good lad, come now?"

"No I won't" said I, in a rage, "and you're no, no, no," and here I stuck in the mud from sheer fear of his knocking me down if I said what I had meant to say, namely—"gentleman for asking me."

So he said in his mock polite way, "Oh, don't mention it I beseech you; I fully comprehend the pause; leave the cabin, sir!" and so I sneaked out accordingly.

Well, about eleven a.m., the next day, after seeing the smack sail out of the harbour for Spithead, and looking real well too, I went and told the captain, and away we went off in the gig to the frigate, and down went the captain and first luff into the cabin; but when noon was reported they came on deck again, and the captain said to me, "Youngster, find those fishermen and bring them here."

Off I went and told the father and two sons that the captain wanted them. Fears and hopes were strongly blended in their faces and manner as they walked aft to the quarter-deck, where the captain and first lieutenant were standing in all the stern bearing of despotic power, the one six feet two, and the other five feet seven, which caused Jack to have long before christened them, "The Church Steeple and the Chancel;" and when the master-at-arms formed the trio, he was called the "*Nare*" by acclamation.

Our chief thus began: "Mr. H——, I should be glad to know how these men have behaved since their most unceremonious entrance into this ship?"

"I am happy to say, very well sir, saving a futile attempt at desertion, frustrated by the master-at-arms."

"Desertion, eh! Do you happen to know the punishment for it my men; have you ever heard of a running noose and a foreyard arm, eh?" Here the father stepped one stride in advance of his sons, and looking our governor firm in the eye, said, "If so be, zur, as anybody is to be hanged for it, it's me and not my lads, for I telled 'um to try and goo wom t'the old 'oman as is a breaking of her heart, and if you'se only let them tuo goo away wom, I'm ready and willing to die for her and them this minit!"

Well, our skipper went very red in the face, put out his arm as if to shake hands with the old fellow, drew it suddenly back and shut himself up again like an oyster, saying, "Not so fast my good man, not so fast, do not anticipate causes and effects; and now, sir, you tell me you were the master of a Torbay fishing-smack; but how am I to know this, sir, or that you were not a smuggler running hollands across

the Channel in an open boat. Do you know a fishing-smack, sir, when you see her? Have you any papers on you proving what she was like, or her size, or rig, or name; eh? Mount the bulwarks, sir, and tell me if there is anything in sight like this dirty old smack you pretend you have lost; do you hear, sir?"

Up went the old man to starboard and the sons to port, looking around the horizon for something like their old smack, when one of the lads seeing the "Betty," shouted out, in defiance of all discipline, "Veather, heur's a smack a standing across our starn; by gosh her iz as like ourn as—no hur isn't nother; hurs bigger and better; but hurs same rig, so speak out and tell the mester your mind!"

"The old man looked across the ship and saw the smack; it was to him as the sight of an old friend; affection obscured it by the image of his Betty; his face worked; his arms moved towards it as if embracing his dame; he turned one look on our now greatly excited skipper, and, sinking into a crushed and wounded posture on the cannonade slide next him, he hid his face on his knees and sobbed aloud. In the twinkling of an eye our "Old Feller" was by his side, his arm round the old man, cocked hat off, and with his mouth touching the fisherman's ear, he whispered some cabalistic sounds to his broken heart; the old man raised his head, cast a bewildered look on our ashamed-looking skipper, and said, in sorrowful tones, "Oh, zur, dunnot play me no tricks, I cannot abide it!" When our governor seized his hand in both his own, and, shaking it with a warmth and affection, beauteous to behold, exclaimed, "On my honour, old man, she's yours, and you and the boys are free as air; so forgive me, if, in trying to repair the involuntary injury I did you, I've had occasion to use a deception which I grieve to see has greatly distressed you. She's yours, I tell you, and she's called the 'Betty;' and God bless you and your good dame, and good luck to your new smack!"

Poor old man, he could only look his thanks; his lads too had got about him, and they all, as with one consent, were sinking down on their knees to our most noble captain, when he effectually stayed the motion by actually *crying* out, as if in pain, "Confound you all, stand up I say, or by George I'll keep you here till doomsday; kneel to God, and thank *Him* for your lives spared, your liberty restored, and your means of earning honest bread before you; and sometimes think of the man kindly who has been made happy in being of service to you! Young K——, signal the smack alongside, and man my gig. Mr H——, put these men on board her with their several discharges, and provisions and grog for a week. And now, old man, once more good bye, and God bless you!"

With that he turned to look for his hat; Mr. H—— gave it him. I was ready with the gig, and he hurried over the side into her; but it was no use trying to blink a crew who would have died for him; the rigging manned fore and aft, was alive with men, and as we shoved off, the cheer that shook the air was re-echoed by Portsdown Hill.

I am happy to say the old fisherman and his sons got safe home with and to, their "Betty," and imagination can easily depict the happiness of all concerned on their arrival. The day after their departure, the sailors' *friends* having been again admitted on board, our maintop-men were enabled to smuggle the fair lady who had made her passage in the maintop-chest from Plymouth to Portsmouth, *into* the ship, she never having been *out* of it, and the next job was to put a plan in force, by which she could join the ship as a seaman for the ensuing voyage without detection. My services were called into play, and having so long shared the top-chest with her, I entered into the joke with heart and soul, without giving a thought as to the serious consequences likely to ensue should I be detected as "*particeps criminis*," in so flagrant a breach of duty. She accordingly went on shore, got her back hair tied into a pigtail—an appendage in those days held as essential to the nautical bearing of a man-of-war's-man, as the same thing is to the honour and pride of a Chinaman—dressed her hands and face and neck in butter and tar, letting it absorb well into the pores of the skin, rigged herself out in sailor's toggery, and when all was prepared my part of the performance began. I was to speak to the first lieutenant, saying that Jem Bently's youngest brother was ashore and afraid of being pressed into another ship, and if he, Mr. H—— had no objection, and would let him do duty in the maintop watch with his brother Jem, he would volunteer and join the frigate. Mr. H—— asked me what sort of a *lad* he was, and I said safely enough that I did not know, but if he wished I'd find it out and report upon it to him. I was ordered to do so the next time I went on shore, and if he looked a likely lad to bring him on board.

Well, that day I saw Mrs. Bently aged 25, looking as like a swarthy complexioned lad of 20 as you'd wish to see, but the pig-tail was too *old* a dodge—it was out of place and years; and after many a bitter sigh, it was doomed to come off, and the remainder of the back hair to be "sniggled," as barbers call it, not cut straight square off, but part of it frizzled back and the rest cut off and the other part then combed over it again. The next difficulty was not so easily overcome, but a very large pair of trousers lessened the effect considerably. Well, the next

great matter was to get her on board at dusk, report her to the first lieutenant *then*, and get her passed muster by candle-light. The whole disguise was perfect except the voice, and the attempt at speaking like a man only produced a very unmanly squeak. However, my making her repeat "No, sir," and "Yes, sir," over and over again, in a gruff sort of voice, had some effect; and, at any rate, "Nothing venture nothing have" stared us in the face; so after a lapse of three days I brought her off in the captain's gig one evening after leaving him ashore, and went and reported myself and Jem Bentley's brother as being on board. Mr. H—— was in his own berth, and in reply to report said, "Oh, aye, bye the by, youngster, I have to pay you a very deserved compliment for the way you kept your secret the other day. I am at liberty now to tell you I had orders from the captain to pump you pretty strongly on that head, and I think you'll allow I did my best; but you were close as wax, and mind you always keep so in matters of confidence; and now let me have a look at your lad."

"Well away I went on deck; and, telling *Bob* Bently to follow me, returned to the first lieutenant's cabin. On the way down I pressed *Bob's* hand to re-assure *him*, and felt it as cold as a stone. That very touch illuminated my mind like an electric flame as to the folly of my present conduct, and the risk I was running in aiding others to smuggle a woman into the ship; but it was too late to pull up, so in we went, and which of us looked the most guilty I can't pretend to say, but I can safely assert I *felt* the most so.

"This is young Bob Bently, sir," said I.

"Oh, well my lad, so you want to join this ship, eh?"

"If you please, sir."

"Aye, because your brother's aboard, eh? Well, I've no objection, only as to your doing duty in the maintop, my lad, I must know something about whether you're able first; how long have you been to sea, and in what trade, eh?"

"Three years, sir, in the coasting trade!"

"Aye exactly, you're one of those long shore chaps who try everything else and fail, and then think they're fit to make sailors of: why how old are you, eh?"

"Twenty, sir."

"Aye, exactly so, you *begin* to serve your time at sea when you ought to *have* served it, and now you come here as one of the King's beef-eaters. The main-top is no place for you, my lad, but, umph! if I thought you were less a thief than a horse, I'd make you my boy; that young scoundrel I have is as dirty as a Spanish town, and you do look

like something sweet and clean. Would you like that, eh, my lad? because if so, say so, and if you'll behave well I'll make a *man* of you, although it's too often a hopeless case trying to do so; so on young ——'s recommendation I'll take you;—yes or no, eh?"

"Yes, if you please, sir," said the abominable stupid woman, and the whole affair was in one moment, what her irate husband called, "flummuxed."

Mr. H—— simply added, "Very well, my lad, this young gentleman will have the kindness to arrange about you, and the steward will tell you how to go on as to looking after me. Good night ——; take the lad along with you, and get him put into his brother's mess, and see him entered on the books, and show him to the steward."

So away we accordingly went, and I had only to do as I was ordered; and one thing more, for meeting the master-at-arms, I said, "This lad is come on board to be the first lieutenant's servant, and he is Jem Bently's (the maintop-man's) brother, and is to mess with him."

"Werry well, sir," said that functionary, "I shall know 'im again verehever I sees 'im;" and so having handed young *Bob* over to *his* brother, I went and turned in about as wretched a young ass as ever got himself gratuitously into a scrape. What *was* to be done; she was sure to be found out, and then what a row there'd be; and, worst of all, she was *not* stationed in the maintop, and we should never share the maintop-chest watch between us again; and, oh dear! it was a stupid business from beginning to end, and no help for it.

However, as luck would have it, the next day we were ordered off to sea, ship cleared of all strangers, hands mustered (this time) right, including "Boy Bob," and at 7h. p.m., we had cleared the Needles Passage, and were standing down Channel on a regular man-of-war's cruise, and very bad weather we had for about a week, reefing, furling, and stowing sails, and securing guns, boats, spars, yards, and every moveable thing. At last it cleared up, and away we stood for the Western Islands, with baffling winds and calms, enough to irritate a saint; and our captain, not being of that class, but the reverse, was in the most abominable temper possible. Nothing could please him; and the quantity of trumpets and spy glasses he destroyed and flattened by shying them at fellows' heads, was perfectly painful to behold. Day by day did I tremble in my shoes about "Boy Bob," being found out, and night by night did I dream she was metamorphosed into some horrible monster who was strangling me in the top-chest; and then all the maintop-men, and I too, agreed that she was sure to be found out, and if she could not win over the first lieutenant to her secret, there would be the cat-o'-nine tails for Jem Bently, and the most complete degradation for

poor me, and, as her husband said, "All along of a woman as couldn't hact like a man."

It is a very true saying, the why and wherefore of which would make a most curious study, that misfortunes seldom come singly. You get a run of bad luck at cards, yet you never played better in your life; you change sides, leave off, try again, get a fresh pack—all of no use, lose you must and do; and, more serious still, you've heavy stakes on a well-known *unbeatable* horse, with a good and unbribeable jockey; you bet the long odds in his favour; he starts, he leads, he takes every rasping fence like a two-foot ditch; now he comes to the last leap, thronged with a gaping crowd; a drunken man, heedless of shouts, attempts to cross the course; your horse receives him on his shoulder, and carries him, himself, and rider *into* the brook he was about to clear. Whose fault was it, yours?—no! your man's or horse's?—no! *drink!* A thousand other and more painful cases might be cited, but it is needless.

Somehow or other things seemed to go wrong with us on purpose; topsail sheets parted and sprung the yards, two jib-booms went like carrots, the maintop-gallant yard came down by the run, passing through the upper deck and lodging on the main one, and, of course, all kinds of courts of enquiry were held, and some one had to take the blame and the punishment. Nobody knew where we were going, and, as a finish to this unpleasant state of things, we chased a vessel for a whole day, and she beat us. I've great reason to remember that said chase, for it was during that day that our maintop-gallant-studding-sail-balyards parted, and produced a torrent of abuse and oaths from our angry skipper on the heads of the maintop-men and myself fearful to listen to: now there was a standing order in the ship, that on no pretence whatever was a man to work with a marlinspike (a round piece of iron, about a foot long and an inch in diameter, pointed at one end and rounded at the other, with a small hole through its rounded end) without a lanyard (or string) through said hole, the other end of which was looped round the neck of the man working with it, so that, if the marlinspike perchance slipped through his fingers, the string would prevent its falling on deck from aloft, and laming or killing any one beneath. On this occasion, however, Bill Williams, in his hurry to get the rope spliced and sail set again, as quick as thought seized on a marlinspike without a lanyard, and, as one curse still more bitter than the last ascended to the top from the lips of our skipper, who was standing nearly under it, confusion and hurry caused the marlinspike to slip from his fingers, through the lubber's hole, and down like a rocket, on deck, where it buried its pointed end two inches in the deck, and within *one* of our dreadful commander's toes. He never flinched a hair's breadth;

he looked at it; some one ran to pull it up, he set his foot against him and sent him sprawling away from it, and then turning round, he walked aft, slewed himself forward, and in a smooth sort of gentle voice said, "Maintop there!"

"Sir!" said I.

"Mr. — send down the man who let fall that marlinspike if you please."

"Ay, ay, sir." I then heard him add—"Mr. — get the gratings rigged and the cat ready!" I looked at poor Bill, and in an instant I recollected his having once said if ever he was flogged he'd jump overboard the minute he was free, and drown himself; in another instant I saw my way to save him. He was just about to go below, I seized him by the arm, and saying, "Billy if you ever loved me, leave it to me to settle this!" I begged the men to keep him aloft, whilst I went below and faced our skipper. The very sea and winds seemed to be silenced as I came down from aloft, men and officers alike became motionless as I walked aft, and taking off my cap, looked up at our pale and angry captain, and said, "I beg pardon, sir, but I couldn't help it!" This was spoken abreast of, and about six feet from, the capstern, and, strange as it may appear, my next appearance on this sublunary stage, so as to be recognised by myself, at least, was in the captain's cabin, with my head bound up and my hair and clothes in a state of the most admired disorder, being sprinkled with blood and water in about equal proportions. It seems that my apology yet trembled on my lips, when our fierce "Old Feller," as Jack called him, fully acted up to his name, for with the whole force of his open right hand he struck me on the left side of my head, sent me flying against the capstern, the right side of my head coming in contact with it so violently as to stretch me senseless and apparently lifeless at its foot—blood oozing out of my nose and mouth, and flowing copiously from my skull. He stood, I was told, petrified with horror for a moment, and then rushing to me, snatched me up, and cried on me to speak, to move, to see; but the next instant found me torn from his arms by Bill Williams, who had slid down the maintopsail-tye on deck, and who now faced the bewildered captain with the fury of a maniac, and shouted in his very face—"You're a murderer! You shant touch him; you've killed him!" By this time all hands were aft, and most awful confusion was the order of the day, until the first lieutenant, ordering Williams to carry me to the cabin, led the captain down after us with the surgeon, and then returning on deck, he actually *looked* every man off the quarter-deck to his proper station again; and the hapless sail was set and I restored to a lively sense of a sore head and sick stomach about the same moment.

LOWESTOFT REGATTA.

WHAT a falling off is here! Let us look back but a few years, and we may see the harbour and roadstead studded with yachts from the noble schooner of some hundred tons to the humble pleasure boat.

From the reports circulated during the spring a resume of 1854 was anticipated when yachtsmen attended by hundreds, to aid the good cause, but alas! such is the mutability of those deeply interested in the welfare of the town, there could not be any real exertion made to carry out the Regatta in a manner worthy of this place. The inhabitants must have felt the falling off, and especially the proprietors of the Hotels and Boarding-houses, and we should consider that it is necessary to get up some amusement for those who go there for the season, for with the exception of the sea, there is nothing particularly of note to be seen in or around Lowestoft.

It was arranged to hold the Regatta on Thursday August 29th, and the Eastern Counties Railway offered a purse of £20, or a piece of plate of that value, for yachts, for which there were three entries, viz: the celebrated Bessie, Mr. Hedge of Ipswich; Watersprite, Mr. R. Leech of London; and Gannet, Mr. S. Gurney of Lowestoft. No start from some unexplained cause took place.

The sum of £18 was devoted to a pilot cutter match. which was divided thus:—8 to first boat, 6 to the second, and 4 to third. For this the following started:—Providence, S. J. Dedney, of Southwold; Bittern, J. Tansley, of Lowestoft; and Dum Spiro Spero, Gravel, of same place.

The course was from moorings in front of the south pier to a flag-boat off the Ness Point, next along a course on the other side of the Newcome Sand past Pakefield, and then round a flag-boat and back to the south pier. Altogether a distance of about 10 or 10½ miles, and as two rounds were traversed about 21 miles altogether were sailed. The start took place at 1h. 43m. 10s., Bittern and Providence got most readily under way, the Dum Spiro Spero making a comparatively clumsy hand at setting her gaff-topsail, so that the others walked completely away from her, and not being a very fast vessel she was wholly unable to recover the lost ground. The Bittern at first took the lead; but in the course of the first round she was overhauled by the Providence, which continued gradually to increase her advantage, the Bittern having taken a considerable number of strangers (passengers) on board.

The first round closed as follows:—Providence, 2h. 58m. 45s; Bittern 3h. 0m. 8s. Dum Spiro Spero 3h. 6m. 40s

In the second round the Providence went still further ahead, and the *Dum Spiro Spero* being a long way astern, was not even timed. The Providence came in at 4h. 9m. 22s. and the Bittern at 4h. 15m. 32s.

The next match was between yawls for a prize of £25. The celebrity of these craft on the eastern coast are so well known, that whenever a match is got up the greatest interest is taken in their manœuvres.

It was announced that the contest was open to competitors from all parts of the county, but all the yawls entered belonged to Lowestoft, viz. the Bittern 59ft., Mosquito 44ft., Eclipse 54ft., Thought 49ft., and Young Prince 46ft. The last named did not start, but the others got well away at 1h. 1m. 30s., the course, which was sailed over three times, being from a flag-ship in front of the south pier to the northward, passing inside of a flag-boat off the Ness Point, thence to the northward, of the Stanford light vessel, down the Stanford Channel, passing south of the east and west buoys of the Newcome, and then back to the flag-ship. Altogether twenty-one miles were sailed. The Eclipse, on starting, took the lead, the Mosquito being second, and the Thought third; on rounding the Stanford light vessel the Thought had obtained the lead, but shortly afterwards the Eclipse recovered her position, the Bittern was observed to reef in consequence of the wind increasing. The first round was completed thus—Eclipse, Thought, Bittern, and Mosquito last.

In the second round there was no change excepting the Mosquito withdrawing from the contest. In the third and last round the Eclipse increased her lead: she had to make an allowance of 2m. 30s. owing to her greater length, nevertheless she finished a winner of the first prize £13, by 1m. 7s.; Thought received second prize £8; and Bittern £4.

The largest prize offered during the day, viz.: a purse of 35 sovs. was for local river cutter yachts, half a minute per ton allowed for difference of tonnage, Norfolk and Suffolk Yacht Club Measurement. The entries were:—Wanderer, 14 tons, Mr. J. L. Barber; Red Rover, 14 tons, Mr. S. Nightingale; and the Rover, 15 tons, Mr. T. Palmer, all belonging to Yarmouth. The start was effected at 2h. 33m. 5s. Red Rover at once took the lead, the Rover following; Wanderer did not get her jib up very well, and lost way in consequence, and although in her river contests she has proved herself a close competitor with the Red Rover, and more than a match for the Rover, on this occasion she appeared to be at sea in more senses than one. At the close of the first round the yachts were timed as follows:—Red Rover 3h. 12m. 35s. Rover 3h. 18m. 17s, Wanderer 3h. 16m.

The course sailed was a double triangle, the bases extending on one

side to the Ness Point, and on the other to nearly opposite Pakefield Church, altogether about $4\frac{1}{2}$ miles. This distance being traversed four times, about 18 miles were gone over altogether, each round occupying between 40 and 50 minutes. The second round closed as follows:—Red Rover 3h. 54m. 25s.; Rover 3h. 55m. 7s.; Wanderer 4h. 1m. 8s. The third round exhibited no variation, and the match closed in the same order. The third portion of the prize (5 sovs.) was not awarded as there were only three entries, but the Red Rover received 20 sovs. and the Rover 10.

There was a rowing match between ship's boats, which was won by a French crew. Some other matches took place, and thus finished the Lowestoft Regatta of 1861, and we do hope next year to see a large number of yachts. It rests entirely with the inhabitants whether it will be so or not.

Since the above was in type we have seen an account of fresh aquatic sports being held at Lowestoft in consequence of a surplus remaining from the regatta. This sum has been expended in rowing matches,—however praiseworthy it may be to provide additional amusements for the visitors to that place, it is much to be regretted that it was not kept as a “nest-egg” for a grand regatta of one or two days next year,—but it appears the plan has been to let the future provide for itself. If there is a Yacht Regatta here next season we shall be agreeably surprised.

BIRKENHEAD MODEL YACHT CLUB.

A SAILING match, under the auspices of the Birkenhead Model Yacht Club, came off on Saturday, August 31st. The steamer Prince was engaged by the club for the purpose of accommodating the members and their friends, and left the Prince's Pier about one o'clock for Woodside, where they were joined by a number of ladies and gentlemen. The day was beautifully fine, and the arrangements on board the steamer were excellent. At the commencement of the match there was almost a dead calm; and although a slight breeze sprung up in the course of the afternoon, the state of the wind was such during the whole of the day, as to make it difficult to form any just notion of the sailing qualities of the competing yachts. The match was for a beautifully designed silver cup, valued at fifteen guineas, made by Mr. Elkington.

There were four yachts entered to compete in the match, but only the following three started;—The Vision, cutter, $7\frac{1}{2}$ tons, C. H. Coddington, Esq.; Snake, sloop, $7\frac{1}{2}$ tons, W. Wilkinson, Esq.; the Enigma, sloop, $7\frac{1}{2}$ tons, A. Bower Esq.

The yachts started from Woodside Pier at 22 minutes past two o'clock and the following is the course which they sailed:—From Woodside Pier round a flag-boat stationed off Bromborough Pool, thence round a flag-boat stationed southward of the Dingle, back to the flag-boat at Bromborough Pool, thence round flag-boat southward of the Dingle, returning to flag-boat stationed southward of Woodside Pier; back round the flag-boats stationed off Bromborough Pool and southward of the Dingle, returning direct to south of Woodside pier, passing between the shore and the flag-boat, leaving the last mentioned flag-boat on the starboard hand; all other marks and flag-boats to be left on the port hand.

The Enigma took the lead of the other yachts, a short time after starting, but the Snake followed closely in the wake, and the Vision was no great distance behind. The Vision soon changed her position from the rear to the lead, and kept that position,—although it was closely contested during the day,—at the close of the match. The management of the yachts was much admired, and during the day the sailing to windward which took place showed that the gentlemen on board knew how to handle their respective craft. On rounding the flag-boat off Bromborough Pool the Snake and Enigma made the turn beautifully together, there being only about a yard between them, and down the river on the opposite side a beautiful race took place, the yachts being well together, and their management excellent.

The handling of the Vision was especially admired at this point, as it was, indeed, during the whole day. She gradually took the lead; and as the Snake, on rounding the flag-boat at Woodside went round the wrong side, and had to come back and go round again, the Vision came in the winner by about 150 yards; the Snake being second, followed by the Enigma. The Vision came alongside the steamer, and on Mr. Coddington coming on board he was received with cheers. Mr. Harrison, the Vice-commodore of the club, presented him with the cup.

CLYDE MODEL YACHT CLUB.

REPORT read by the secretary, J. M. Forrester, Esq., at the closing meeting of the season, held on the 9th of October, 1861.

“As this is our last meeting for the season, the secretary would avail himself of the opportunity it affords, to lay before you a few details regarding the affairs of the club.

“In reference to our members, we have eighty-five at present on the roll, seven of whom have joined during the past year.

"The fleet I am happy to state is on the increase, and this season the club 'burgee' has been carried by forty-five vessels of the following classes, viz:—thirty-seven cutters, four schooners, three screw steamers, and one yawl, having a gross tonnage of 850 tons, and amongst them can be found, models, which for speed and beauty of form can compete with anything afloat.

"The following yachts belonging to the club have this year added fresh laurels to their former victories, by taking prizes both at our own and other regattas, viz:—

Yachts' Name	Tons	Entered.	Won.	Value of Prizes			Owner.
				£	s.	d.	
Brunette ...	4	3	3	27	0	0	R. Sharp, Esq.
Lily ...	4	4	2	8	10	0	J. Ure, Esq.
Armada ...	8	2	1	15	0	0	Captain Stewart
Brenda ...	8	2	1	19	0	0	D. MacIver, Esq.
Azalea ...	7½	3	1	12	0	0	J. Campbell, Esq.
Fern ...	8½	4	1	10	0	0	J. M. Forrester, Esq.
Lightning ...	4	1	1	4	0	0	W. Doig, Esq.

Armada beat Brenda at Millport, and Brenda beat Armada at Dunoon.

"There have been four meetings this year, viz: opening cruise at Helensburgh, regatta at Millport, challenge cup at Dunoon, and the closing cruise at Rothesay. With the exception of the regatta, however, which was a decided success, the other gatherings were not so well attended on account of the weather, which was very variable.

"In conclusion, allow me to say that on the whole the Clyde has every reason to be satisfied with the past season, and that the thanks of the club is specially due to the Hon. G. F. Boyle, for the attention and ability which he has always shown as commodore, in conducting the sailing matches of the club."

ROYAL CANADIAN YACHT CLUB MATCH.

THE race for the magnificent cup presented by His Royal Highness the Prince of Wales to this, the first of our colonial Yacht Clubs, took place on 6th of September. Our yachting readers will remember that during his Royal Highness's recent visit to British North America he was received in a style befitting his high rank, by Commodore Durie and the officers and members of the Royal Canadian Yacht Club at Toronto, at which time he was graciously pleased to become the patron of the Club.

With that kind consideration which distinguishes the acts of our Gracious Queen and all the members of her family, upon his return to England the Prince signified his intention as patron, to present a cup to the Club to be sailed for annually by the yachts belonging to its members in commemoration of his visit to Toronto, the winner to hold it for one year, and with it the enviable title of Champion of the Lakes of Canada. The execution of this splendid trophy was entrusted to the celebrated silversmiths, Messrs Hunt and Roskell, of Bond Street, London, and under the superintendence of the Commodore of the Royal Thames Yacht Club, Lord Alfred Paget, the wishes of his Royal Highness have been carried out in a manner eliciting universal admiration, the design and workmanship being such as to defy the most refined criticism.

This noble prize consists of a classically proportioned vase in frosted and burnished silver, on one side of the body is represented an incident in the life of Christopher Columbus, most appropriate to the subject ; it is that moment when his crew have mutinied during their long voyage in search of the promised land, the naval chieftain is represented exercising that indomitable will, the force of which gave to the Cosmopolitan a new world, and to Great Britain one of her finest colonies.

On the other side is represented the cession of the vast tract of Pennsylvania to William Penn.

The handles are formed by two exquisitely modelled female figures reclining backwards in graceful *abandon* ; the lid is surmounted by a beautifully proportioned figure of Britannia ; at the base recline figures of North American Indians in the accurate costumes of those wild children of the forest, the execution of which alone would confer immortal fame upon the artist.

The base of the vase is formed of polished ebony, in which is inserted two silver shields, one bearing the arms and cypher of the Prince, and the other the inscription "Challenge Cup presented by His Royal Highness the Prince of Wales to the Royal Canadian Yacht Club." Upon the arrival of the cup at Toronto, it was exhibited to the public at the establishment of Mr. J. E. Ellis, Jeweller, King street, and it was universally admitted that so fine and chaste a specimen of the silversmith's art had never before been seen in Canada.

On the day of the race it was placed on the quarter deck of the club yacht. We need hardly say that the excitement amongst yachtsmen on the lake, for some time past, as to who should be the winner of this splendid prize for the first year was very great ; Toronto, Hamilton, Kingston, and Cobourg, each had their favourite craft ready to do good

battle for the Championship, the Rivet of Toronto, having the call, perhaps, as the favourite.

On the day previous a stiff gale had blown, which prevented the arrival of some of the Hamilton yachts, and the Belle of Kingston was looked out for anxiously, but did not make her number up to the time for starting. The Wide-Awake—a centre-board vessel—arrived from Cobourg, she is a perfect beauty of her class, and a regular flyer in light winds, nothing on the lakes can touch her of her size.

The morning of the eventful day opened with very light northerly airs, and the hopes that the cup would be retained at Toronto were considerably damped, all the Toronto yachts, with the exception of the Dart, being deep-keeled vessels, and the Cobourg centre-board clipper went at once into the position of first favourite. As the morning advanced the weather became more summerlike, but the wind died almost away. The club vessel presented a very brilliant sight, being crowded with the beautiful and fashionable people of Toronto and the surrounding districts.

Amongst the visitors was Judge Haliburton (Sam Slick) who evinced great interest in the day's proceedings. The wharves and esplanade in the vicinity of the Club yacht were densely thronged, and in fact the day appeared to be held as a jubilee at Toronto.

Shortly after 10h. the following vessels took up their stations at the starting buoys:—

Yachts' Names.	Tons	Owners.	Port.
Wide Awake.....	4	C. Elliott, Esq.	Cobourg
Rivet.....	16	E. Blake, Esq.	Toronto
Water Lily.....	15	Commodore Durie	Toronto
Cygnet.....	8	E. M. Hodder, Esq.	Toronto
Arrow.....	15½	Vice-commodore Wallace	Cobourg
Irene.....	15½	G. Hawke, Esq.	Toronto
Dart.....	14	Capt. T. J. Robertson	Toronto

The Phantom, H. Perry, Esq., from Whitby, was entered but did not arrive in time. At 11h. 7m., a.m., the starting gun was fired, and amidst the utmost excitement the grand struggle commenced. With scarcely an air of wind the gallant little fleet got under way; as had been anticipated the Wide Awake at once went to the front, with the Dart second, the Rivet got baffled with variable flaws from the moment she let go her spring, and was some time before she could be got settle to her work; the Cygnet, Water Lily, Irene, and Arrow composed the main body in the order of their names.

The course was from mooring buoys abreast of the club yacht, round the harbour buoy, leaving it on the port hand, thence to a buoy i

Humber Bay moored off Mimico point; to the eastward past Gibraltar Point to a buoy moored off the Eastern Gap, back round Gibraltar Point buoy; thence home round the harbour buoy in the Western Channel, winning abreast of the club yacht, distance twenty-two miles. The harbour buoy was rounded in the following order:—

	h.	m.	s.		h.	m.	s.
Wide Awake, centre-board	11	36	50	Water Lily, deep keel.....	11	54	50
Dart, centre-board.....	11	43	50	Irene, deep keel.....	11	57	0
Rivet, deep keel.....	11	45	0	Arrow, deep keel.....	12	3	0
Cygnet, deep keel.....	11	53	50				

Shortly after this buoy was rounded, the wind, which had been gradually veering, shifted round to the south, and looked like giving the deep-keeled clippers a chance against their formidable light weather centre-board antagonists. Going for Mimico Point Buoy, the Wide Awake boldly challenged to win, which was accepted by the Dart and Rivet. A most exciting race ensued between these two vessels for second place, beam and beam they sailed for a considerable distance, the gallant little sea-going clipper apparently determined to vanquish her butterfly opponent. At length her balloon jib did her good service, and she passed the Dart into second place. Mimico Point Buoy was thus rounded; and these three vessels having drawn out from the rest of the fleet in so rapid a manner, it was quite evident that barring a whole gale, or dismasting squalls, the race lay between them. Going down wind from Mimico Point to Gibraltar Point Lighthouse, the Wide Awake went away after a fashion that caused the deep-keelers to look aloft and whistle for that which appeared likely to come, but came not, and the Dart accepting the hint, likewise shortened her draught of water, and again went at the Rivet wickedly for second place. Another grand bit of sailing took place between the deep-keeler and the centre-board, but this time the split keel proved too much for her more solid hard weather rival, and the light-house was passed in the following order and times:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Wide Awake..	1	58	20	Dart.....	2	3	0	Rivet.....	2	5	30

The remaining vessels not timed. The breeze had freshened a little just previously, and the backers of the Rivet began to look more cheerful. Her crew were sailing her with uncommon care and vigilance, and the crews of the Wide Awake and Dart were also as equally alive to the danger of a false tactic. Alas for the poor Rivet! It was but a fitful puff after all; and the centre-boarders were destined to have it all their own way. The Wide Awake gradually increased the water between her and the Dart and Rivet, and the Lake Buoy at the Eastern Gap was rounded in the following order and times:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Wide Awake..	2	24	0	| Dart.....	2	37	0	| Rivet.....	2	40	0

They had the wind now abeam to Gibraltar Point Buoy, but very little of it, yet the Rivet pressed the Dart closely for second place, and had she stowed her foresail, and given her balloon jib more play at several times during the race, we have little doubt that her position would have been improved. The flag-boat was reached with a very light air, and the three leading vessels passed it in the following order and times:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Wide Awake..	3	47	30	| Dart.....	4	3	30	| Rivet.....	4	5	55

The Wide Awake was hailed the winner with tremendous cheers. She took and kept the lead throughout the race in beautiful style, and displayed speed that in such a vessel placed her A 1. She is a small vessel of only 4 tons, carrying on enormous spread of canvas; she was built for her owner upon the Genesee River. The Dart displayed admirable powers of sailing against the Wide Awake, and the Rivet (a deep-keeled Scottish built yacht) has just reason to be proud of her performance on such a light weather day against vessels of the peculiar construction of the Wide Awake and Dart.

We cannot certainly agree with our Canadian friends upon the propriety of running centre-board and deep-keeled yachts in the same race; it is unjust to both classes, for they are essentially different; the centre-board yacht is a fine weather boat, and especially adapted for speed in light winds, besides in beating in shallow soundings she has an immense advantage over a deep-keeled yacht, for by raising her centre-board gradually she can creep far in and make a long leg in a gentle air, where the deep-keeler dare not look; the same applies in running, with this additional advantage, that where the deep-keeled yacht can never alter her displacement, the centre-board vessel upon lifting her drop keel is nothing but a mere saucer skimming along the surface. Upon the other hand the deep-keeled yacht will drown a centre-board craft when it comes to weather; she is not liable to capsize, and as a model of naval architecture—suitable for the safe navigation of sea or lake is much more to be preferred than the centre-board. We have sailed in the very best models of these centre-board craft, and are indeed sorry that our Canadian friends are encouraging such vessels in their first-class races.

If they will consult the first rule of their club, it is there enunciated that the club is established for the purpose of "improving the build of yachts, and making progress in naval architecture;" it is therefore a pity to see such a thorough yachting club, now so prosperous and with

such a brilliant future looming in the distance, thus take a backward step, for if they will but take the trouble of looking back to the yachting statistics of the old country for the last few years, they will find that the centre-board system of build has been well tried, and found wanting. We trust, therefore, the Royal Canadian Club will weigh well the propriety of encouraging good honest sea-going models, and not mere sliding dishes, in their first-class races. If members do prefer centre-board vessels to fixed keeled ones, let a separate prize be allotted to them by all means, and a valuable one too; but the idea of improving yacht building, and making progress in naval architecture with such vessels as centre-board yachts, will never harmonise with the requirements for such progress.

After the yachts had started Commodore Durie and the other officers and members on board the club yacht entertained their visitors to a sumptuous *dejeuner*, at which every delicacy of the season was spread with unsparing hand. In the evening the members dined on board, when the saloons were crowded. Commodore Durie presided, ably supported by Vice-commodore Wallace. After dinner the usual customary and loyal toasts were duly honoured. The Commodore then gave "The health of His Royal Highness the Prince of Wales, the patron of their club," and adverted to the magnificent prize on the table before them, as a proof that, though thousands of miles of salt water rolled between them, His Royal Highness had not forgotten the loyal attachment evinced for his family and himself during his visit to Toronto. This toast was received and honoured with the greatest enthusiasm. "The winner of the day," "The unsuccessful competitors" and "Health and Prosperity to the Club," were toasts that duly followed, the members separated after one of the most successful and agreeable regattas that has ever taken place on Lake Ontario.

The club yacht has been altered much, and greatly improved, under the superintendence of S. F. Holcombe, Esq., one of the ship committee, and much additional and elegant accommodation has been provided. The officers and members have recently given some novel and interesting evening entertainments on board; Mr. J. Ettrick some admirable readings from the immortal works of Shakespeare; Mr. G. Hawke and Captain Robertson improvised an entertainment similar to that of Mr. and Mrs. German Reed, the musical portion being admirably sustained by the Hon. Secretary, W. Armstrong Esq., and his brother J. Armstrong Esq. There was a numerous attendance of ladies upon each occasion; the cabins and saloons were beautifully decorated with flags of all nations, and brilliantly lighted with Chinese lanterns.

The officers of the 30th Regiment, now stationed at Toronto, are all visiting members of the club, and express themselves much delighted with the arrangements and sociability thereof.

There will shortly be another match among the vessels of the club for a valuable binocular sea glass.

The Arrow of Cobourg has been altered into a three-masted lugger.

FULL AND BYE.

Air,—“Far, Far, upon the Sea.”

Whilst the stormy billows rise,
And the spindrift madly flies,
And the scud speeds swiftly o'er the stormy sky;
How we closer creep together,
On our gallant vessel's weather,
As we sail the little clipper full and bye
Crouching 'neath her snowy sail,
Not a ribbon to the gale,
The gallant seamen suffer out to fly;
And the wild wind whistles loud,
Making music in the shroud,
As we sail the gallant barkie full and bye.
Let the foe leave us behind,
As he vanishes down wind,
'Till scarce his burgee bright we can espy!
Higher roll thou swelling sea!
On his weather we shall be,
When we sail our gallant vessel full and bye!
Oh! the landsman well may steer.
When the wind blows soft and fair,
And her course the flying racer well can lie;
When we haul her to the blast,
Soon his vessel will be last,
As the game is turned to sail her full and bye.
Then no gentle wind for me,
Nor a gale to follow free,
When the wave-crests o'er the taffrail foaming fly;
But haul aft each straining sheet,
And the snowy canvas skeet,
As we sail the little clipper full and bye.
How she springs to meet the breeze,
As she staggers through the seas,
That o'er her polished bulwarks flashing fly!
And the colour on the mast,
Flies straight out upon the blast,
As we sail the gallant cutter full and bye.

L.

REMARKS UPON A FUNDAMENTAL DEFECT IN THE EXECUTIVE OFFICERSHIP OF THE NAVY.*

SECTION III.—THE REMEDY.

To whom, then, are we to look, for bringing about the desired reform of the executive class? To the senior officers, whose experience may be supposed to have convinced them of the defects of the present system, and of the desirability of a change? No—for no one can have attentively observed the discussions upon naval subjects in the House of Commons, without being convinced that prejudice has no firmer root than in the navy. The old officers have been educated in the present system, till they have been led to regard it as the only practicable one, and necessary for the well-being, if not for the existence, of the service, and not unfrequently have they combined and resisted an attack upon the "*status quo*," as an insult to be opposed at all hazards. This reminds me of a circumstance, in illustration, which occurred a few years since.—A friend of mine asked a well-known and experienced captain in the navy, whether he did not think the doing away with masters would be a benefit to the service. "Sir," he replied, "when I commission a ship, I first of all look out for a good master, and if, in addition, I am able to get a good first-lieutenant, my ship is well officered, and I care nothing about the rest." "I see the force of all this," my friend rejoined, "so far as your personal comfort and convenience are concerned, but I do not immediately perceive its connection with the general interest of the service." After a good deal of discussion, and much flimsy argument, the officer's reasoning amounted to this in the end—*it ought to be, because it has been*—prejudice, in short, was cherished to the entire neglect of the merits of the case. Press any of the old officers in the same way, and you will nearly invariably find their testimony on the side of their prejudices, though they will candidly admit at the same time, it is hard upon the masters, and they would not like it themselves—their hearts are good, but their prejudice, as a cruel task-master, over-rides their judgment.

Is the reform to come from the Board of Admiralty? Turn to the historic record of the masters contained in the first section, and the reply will be given that no amelioration is to be looked for from that quarter. Excepting the first and junior lords, the members of the board are naval men, who, influenced by the prejudices of their education, believe, and naturally so, that while opposing change, they are giving that verdict which is for the good of the service. Four times during the last thirteen years have the masters petitioned the Admiralty for an improved position, and the appeals have resulted in an increase of pay from time to time, which is a boon unquestionably, so far as it goes, and if it was a money question only, the masters might not, on comparison with some of the other classes, have so much to complain of, though £282 per annum, the highest rate of half-pay a master in the service

* Concluded from page 375.

afloat can now attain to, is but a poor return for a life-time of service. The last general appeal to the Admiralty was forwarded on the 29th November, 1858, during Sir John Packington's administration—it was signed, as stated, "by one hundred and forty of the masters on the active list, comprising not only the *elite* of the class, among whom were many who had been officially mentioned and gazetted for services which were described as "daring," "arduous," and "meritorious," but the bulk of the officers able and willing to serve. Knowing the obstructions to be overcome, instead of requesting the abolition of the class, they proved their moderation by praying for relative rank only with the other executive grade, and that the seniors among them might be relieved from the indignity of being inferior to a junior lieutenant, or mate acting as such : the terms of their prayer were, "that your lordships' petitioners most earnestly and humbly urge their present unsatisfactory condition on your attention, and while all other classes with whom they are serving are receiving your lordships' consideration, they trust they may not be overlooked. Their desire is to be placed, whether on active service afloat, or on shore, in such a position as to enable them to perform their duty efficiently, and with credit to the profession, as experienced "officers." Sir John Packington, in reference to this petition, stated to the House that, before leaving office, he had drawn up a scheme which he had left with his successors, making certain "concessions." Since then, the present Board of Admiralty had the subject under their consideration. Rumour was rife that they fluctuated in opinion from day to day—feeling the evil, but apparently afraid of the remedy—convinced, perhaps, of the justice of the masters' claims, but wanting the moral courage to carry their convictions to the proper issue. However this may be, the actual result was that fifteen months after the receipt of the petition, the Board, under the authority of an order in Council, dated 22nd February, 1860, issued a circular making a small increase to master's pay, *the principal advantage of which can only be gained after twenty-five years' service as master, a period only completed by a few of the whole number*—granting also to the holders of civil appointments connected with our dockyards, as master's attendant, assistant master's attendant, and Queen's harbour-masters, the permanent rank of commander, and on retirement, that of retired captain, *which does not affect the relative position of masters in the active service afloat one iota* ; and, thirdly, that masters of the fleet, of whom there have been only three since the Peace of 1815, are to have the title of commander, *but they are to hold a sort of mid-way position between a lieutenant and a commander, and fall back again on their former rank, and be subordinate to the young lieutenant, directly their office ends.* The circular, in short, gives the prayer of the masters' memorial for an improved position a practical go-bye, and it may be considered as an insult to those officers, rather than an advantage.

From the Admiralty stand-point, the abolition of the master's rank is simply impossible, and the service could not do without them ; it is evident also that those who permitted Her Majesty to attach her sign manual to the order in Council of 1846, providing for the promotion of masters in certain specified cases, but which subsequent experience has proved was never seri-

ously intended to be carried out, are not the men to whom the masters can make a further appeal with any probability of success. On the other hand, the same Board, too insensible as we have seen to the claims of simple justice in one direction, has recently, under great pressure, conferred upon one section of the civilian officers of the navy advantages of a most exceptional character, and which have taken the service by surprise—advantages involving singular anomalies in pay, rank, and observance, and which are, under existing circumstances, so invidious, that they have already been productive of much strife and division. It is granted that these privileges merely place the civilians alluded to on an equal footing with their brethen in the army, but it is quite clear, that if they are to be continued in disregard of equal claims on the part of other grades, whose duties are as responsible, and of at least equal importance to the country, the eventual issue undoubtedly will be to uproot all harmony between the officers, and to render a proper degree of discipline in the navy all but impossible. I would not here be understood as attributing particular blame for this biassed and unequal judgment to either the present or former Boards of Admiralty, as it is evident that any body of men, exposed to similar influences would act much in the same way. If, as is in truth the case, the law-making power for the navy be exclusively in the hands of one class of its officers, it ought not to call for blame or occasion surprise that the laws, instead of springing from intelligible principles, and being equal and unswerving in their operation, are in a great measure the result of the prejudices of early education, and that the legislators are neither independent of the demands of exclusive class interests, nor of the influence of external pressure.

Such being the facts, however, it is evident that the masters' great dependance must be upon having their case judged by public opinion, of which the present select committee, it is confidently trusted, will be the exponent.

To assist the members of that committee, it will be useful to notice a few of the "stock objections" which are commonly made to the abolition of the rank of master.

It is said, "the duty of master must be the special charge of one officer, instead of its being left to chance." In the plan I have suggested, nothing is left to chance,—the duty devolves upon one person only, whose experience would increase as he advanced from rate to rate. No room is left to doubt the success of such a plan, for if it answers, as it does, in other navies, there is no reason why it should fail in our own. Were the question limited to the comparative efficiency of similar numbers under the two systems, then, it is very possible, that 100 masters are more practised than 100 lieutenants would be, but, on the other hand, the greater diffusion of practical skill among the executive officers would multiply check upon check, and the service would be a gainer in the same degree. The Authorities are thoroughly aware of the defects of the present system, and, in a "piece-meal sort of way," have partially endeavoured to apply a remedy. After the loss of the 'Avenger,' for instance, the Admiralty ordered that each ship should be supplied with two extra sets of charts, to which every officer was to have access, but the bene-

ficial effect of this is small, and in practice amounts to nothing. But introduce a better system, and the fact of insuring the body of executive officers being thereby made better navigators and pilots, is not the whole of the question, for the effect of these qualifications being to induce a habit of self-reliance, it would have a material influence upon the execution of every act of service they performed, whatever its nature might be. Take the case of the lamented Sir William Peel as an illustration—that thorough officer worked hard and honestly to earn each step in promotion, and he delighted in the practice of his profession. When he was a junior lieutenant in a ship fitting out in one of our ports, I well remember that the boatswain of the yard, after attentively observing him one day, said to a friend of mine, “Mark my words, sir! if work is to be done, that is the man to do it.” What occasioned the remark?—not that he was the premier's son—that he possessed bull-dog courage, or, as it may be defined, a determination to overcome the obstacle in front, a property common to all British officers, but only that the old “salt” detected him to be a man of practice, and it is just this which determines the difference between one man and another. With a sound system of organisation, there is no reason why every executive officer should not emulate a Peel.

It is said, “young gentlemen have entered the master's line with a full knowledge of what their anomalous position would be, and that the road to promotion was not through their grade.” A more frivolous statement could scarcely be advanced; a youngster when he enters the service is not a free agent, but is in the hands of his friends, who, in this, as in many other similar cases, are but too ready to make light of difficulties in the face of a necessity for a provision for their sons. Disabilities may be known to exist, but their real nature only becomes apparent to the young master after a course of years.

It is said, “a class of officers is required for the performance of the coarser duties,” the coarser duties being, it is presumed, the equipment and the stowage of a ship, two of the most important of the duties of a practical seaman. The term, however, is sufficiently ridiculous. Is it, for instance, a coarser duty for the master to direct the stowage of the hold, than for the lieutenant to superintend the process of scrubbing a ship's copper? Is it coarser for the master to arrange the equipment of a ship's mast, yards, and gear, than for the lieutenant to superintend the men at the ropes while it is being done?

Is it coarser for the master to ascertain a ship's position—shape her course, or take her through the intricacies of navigation, than for the lieutenant to direct the men at their gun-exercise—at holy-stoning decks, or scrubbing paint-work? But a truce to such nonsense.

It is said, “masters would not make good commanding officers.” Why not? for even under the present system they have often to occupy that position; and as there is nothing mysterious attaching to it, whether as respect gunnery, or any of the other military duties, as the French term them, I can not understand why the master should be found unequal to their performance.

It is said, “they have the situations of master's-attendant to look forward

to." The nature of this shore appointment, up to a recent date, is fully detailed in the pamphlet entitled "Facts and Observations, &c.," wherein it is clearly shown that the disabilities inseparable from the rank of master have not failed to follow him even here, and the master-attendant, upon his retirement, has been ticketed on the official list with his old designation, to be carried by him to his grave, viz., *master retired with the rank of captain*.

This would, however, appear to be rather paradoxical, for as the terms "master" and "captain" are expressive of gradations of rank, I cannot well understand how a man can be a master and a captain at the same time ! but let the authorities reconcile it.

It is said, "masters are not generally dissatisfied." How did it happen then that of the 348 masters on the active list of 1858, 140 signed the memorial praying for a redress of grievances, and 131, who were employed at the time on foreign service, sent their adhesion to it subsequently ? This may be set at rest at once by the select committee calling before it masters *specially deputed by their brother-officers to state their case* ; men who know the service too well to conceal its faults or to disguise the facts, and who would not be too timid to carry these facts to their consequences.

No doubt, it is hard for rulers to acknowledge that the views on which they have long been proceeding are erroneous, and expediency, consequently, has been made use of as the argument which has prevented the removal of this blemish from our naval regulations. "Masters," it is said, "cannot be spared ; they are too useful and essential to the service in their present position, and could not well be replaced." I have already dealt with this weak assertion, and will only further observe that, if those who use it were forced to occupy the master's position for a month, objections would speedily vanish ; they would devise a safe and practical scheme of escape from it, and prove as readily that it was unquestionably for the benefit of the service. If it were indeed true, that the service could not dispense with the masters, that would be a fact which, of itself, would prove, *most conclusively*, the gravity of the evil I have attempted to describe, and that the sooner it is grappled with the better.

The cause advocated in these remarks received unintentional support from what fell from the Secretary of the Admiralty, Lord Clarence Paget, last year, while moving the naval estimates. His Lordship, who is a naval officer of considerable experience and well acquainted with the service, said very forcibly that, "It is not only an act of justice to the officers, but necessary to the efficiency of the fleet, that they should not be allowed, as it were, to rot in one list. If a certain rate of promotion is not kept up, the officers become indifferent in their duty, and can no longer be depended upon to exert themselves with zeal for the service." If this be true with lieutenants, how much more is it so with masters, who labour under exceptional difficulties ? Lieutenants, surgeons, paymasters, engineers, and chaplains may, each in turn, arrive at the head of their several professions, but the master is brought to a dead lock a few steps up the ladder of promotion towards the proper head of his own profession, viz., the Admiral. Lord Paget, while alluding on the

same occasion to the scarcity of second-masters on the navy list, and to the necessity which existed for improving their position, observed, "they are men of great respectability and high education, and they naturally prefer the merchant service to the navy." This statement was sufficiently proved during the late Russian war; for of the 25 young officers from the merchant marine who then entered the master's line, only six have remained in the service, and we may be pretty certain that they were not the worst who left. Nor need it excite any surprise that a position, in which neither wealth nor honour are to be obtained, is held very cheaply, and is not considered worthy of commanding the best available capacity in the market.

In the debate which resulted in the appointment of the present committee, Admiral Sir Michael Seymour said, "The dissatisfaction which prevailed amongst various classes of officers rendered it necessary that the subject should be thoroughly investigated. . . . an unfortunate degree of apathy and indifference pervaded the body of naval officers" With reference to this, Sir J Packington observed, "We cannot have a stronger proof that the condition of the navy is not what it ought to be, than when an officer in the position of the honourable member for Devonport, fresh from active service, comes forward to support the statement of the honourable member for Portsmouth, and to pledge his important opinion in favour of inquiry, adding 'before we can hope to have the discipline of the navy in a satisfactory state, we must take care that the officers are justly dealt with, and that they have good grounds to be content with their position.' If the officers can establish the justice of these claims, the national feeling will surely require that those demands should be conceded."

The case of the masters, affecting, as it does, the well-being of the naval service at large, addresses itself to the common sense and judgment of Englishmen. It is no case of petty professional jealousy and narrow speciality, which might safely be left to the verdict of time, but striking, as it does, at the root of the *workable character* of our navy, every one has a stake in it. That the naval service has deteriorated both in tone and character within the last 20 or 30 years, is apparent to every one who has the slightest acquaintance with it, and I firmly believe that, in abeyance in war, but operative in peace, the effect of the existence of the master's rank has much to do with it, for it introduces an element of discord into every ship, constituting the executive class a mere 'rope of sand' by splitting it up into divisions which act and react upon each other, to the serious detriment of the service at large. To rectify such an evil, is, therefore, not a subject of merely professional but of national concern, and it intimately touches the welfare of the public, that we get rid of all such real grievances. The remedy I have suggested is moderate in its character, and would set the question at rest for ever, and let the public seriously consider, whether our national interests are not much too important to be staked upon a mere prejudice of education—an old unrevised habit of procedure—a taking for granted that our plans are right, when events may terribly prove the reverse. As it affects themselves, the masters are firm in their requirements that more generous principles be introduced into the

naval service, and in their determination to continue to protest against the injustice of their position: they wish for no undue advantage in the race of honour; but they demand a fair field for their energy, and that they should not be condemned, as now, by incongruous and inconsistent rules, to grow old in doing good service without the slightest reward.

In writing these remarks I have been fully sensible of my inability to do justice to the case: it requires one to be exposed to the drawbacks I have but imperfectly described, to admit of the injustice being felt in all its intensity, but I confess to have experienced a difficulty in repressing feelings of strong indignation while detailing a case so opposed to our common ideas of right, and under the pressure of which, many a noble heart has become discouraged and succumbed. That the system being one of long standing is a fact which, with some minds, will have more weight than the abstract laws of justice and right, must of course be expected, but I much mistake the tone and temper of the time, if a clear exposure of a radical evil, is not the most effective step towards its removal.

It has been well remarked by Guizot, that, "the first idea conveyed to the mind by the word 'civilization' is progress of development, and a gradual perfection of the relations between man and man—that civilization, in short, is the supremacy of the principles of justice, publicity, and liberty, and that posterity will call both the administration and the public to a strict account for the triumph of these in our days." In view of this truth, it is full time that the relic of barbarism which I have described should be buried "in the tomb of all the Capulets;" it is full time that a system which impairs professional character, and has a tendency to demoralise the most important section of our naval officers, should at once cease, and that a rule, opposed alike to justice and expediency, which irritates a whole class by withholding from it the reward of its own activity and its just rights, should come to an end. Surely it is time we should be relieved of the stigma that, in our boasted navy, there is now a body of officers, the representatives of the Bowens, the Cooks, and the Narboroughs of old, of whom it may literally be said that as respects promotion they are without a future, and, so far as the service is concerned, are without hope.

LIBRA.

BRUNDALL HOUSE REGATTA.

On Wednesday, July 17th, a numerous company assembled to celebrate the opening of a new aquatic revel, under the above title, by invitation of Robert John Harvey, Esq., the proprietor of Brundall House, which is situated on the banks of the river Yare in Norfolk, and whose liberality furnished the prizes. The weather was delightfully fine with a spanking breeze from south-west.

The first match was for a piece of plate, value 10 sovs., for which the following started—Wanderer, Mr. J. Barber, of Yarmouth, Belvidere, Mr. T. Read, of Yarmouth, Bittern, Mr. J. B. Morgan, of Norwich, Oberon, Mr. R.

K. Morton, of Aylsham, Marguerite, Mr. H. K. Thompson, of Wittingham, Wallace, Mr. Collinson, of Yarmouth, Red Rover, Mr. S. Nightingale, of Yarmouth. Col. Baker's Kestrel was entered but did not start.

The course was from buoys laid down near Surlingham Ferry, on one side and in Coldham Hall Reach on the other, the distance about one mile and a quarter each way, which was traversed over four times.

The Wanderer took the lead after the start had been effected about 3h. and the Belvidere had second place, till she carried away her jib halyards, which caused her to give way to Bittern and Red Rover. The Marguerite, a sliding keel boat of 3 tons, was fifth. The Belvidere, which soon repaired the damage, made every exertion to recover her former position, and did pass the Red Rover. The first round was completed thus—Wanderer, Bittern, Red Rover, Belvidere, Marguerite, Oberon, and Wallace.

It will be seen from the time occupied in traversing the round that the pace was not very alarming, but this was due to the time occupied in beating up against the wind in following the windings of the stream. The principal features of the second round was that the Bittern gave way to Red Rover and Belvidere, and took fourth place, the others retained their positions.

It now became evident that the contest would lie wholly between the Wanderer and the Red Rover, the utmost efforts of the Belvidere not enabling her to draw upon her larger antagonists. Both the Wanderer and Red Rover were admirably handled, but the latter, which was only 59 secs. astern at the close of the second round, succeeded in reducing this disadvantage to 46 sec. in the course of the third round. The Marguerite passed the Bittern.

The fourth round passed over in much the same fashion, the Rover continuing slowly to draw on the Wanderer, the Belvidere following some distance astern, and the Marguerite, at a still more respectful interval. The Oberon, Wallace, and Bittern retired. As the contest drew near to a conclusion the interest excited was intense: the match concluded thus—Wanderer 5h. 39m. 8s., Rover 5h. 39m. 33s., Belvidere 5h. 43m. 55s., Marguerite 5h. 50m. 6s.

The arrival of the Wanderer first caused considerable excitement in consequence of the yachts starting without being measured—the Wanderer being about 14 tons, while the Rover was stated to be some half ton lighter, and as the time between the two vessels was only 25s. the question was of the highest importance in awarding the prize. It was proposed that Mr. Green, of Wroxham, (who is one of the principal supporters of the Norfolk and Suffolk Club,) should measure the two vessels, but no tape being forthcoming, the decision was withheld.

Several rowing matches came off during the day, which was considerably impeded by the yachts sailing over the same course.

BECCLES REGATTA.

On Monday, Aug. 19th, witnessed the revival of the aquatic sports at this place, which had been many years in abeyance. On this occasion two prizes were given of silver cups, value 10 guineas each.

The first was for cutter yachts—time race, fifteen seconds per ton allowed for difference of tonnage:—the following entered, viz. Wanderer, Bittern, Red Rover, Belvidere (the same as at Brundall) also the Iris, Mr. A. Stone, of Yarmouth, and the Vixen, Mr. P. S. Millard, of Norwich.

The course was down the Waveney, in Suffolk, from Beccles to about one mile and three-quarters below the town and back again; and as this distance was sailed over three times, the total distance was nearly eleven miles.

The yachts completed the first round very close together, the Belvidere and Red Rover leading, although the former was only 28s. behind the latter. In the second round the Belvidere obtained the lead, which she continued to increase, and at the close she was timed 5h. 37m. 20s., while the Red Rover did not come in till 11m. 7s. after, and as she was entitled also to an allowance of 1m. 15s. for difference of tonnage, her corrected lead was 12m. 22s. This was in a great measure attributable to the light winds, which favoured the lesser craft.

The second match was between latteeners, over the same course. The entries were the Osprey, Mr. Swanton, of Beccles, Miranda, Mr. Humfrey, of Wroxham, and Vampire, Mr. Everett, of Cove. The Miranda quickly obtained the lead, and it was evident she would have matters all her own way. At the close of the second round she was 2m. 54s. ahead of the Vampire; at the close of the third round 4m. 50s.; and at the close of the fourth and last round 7m. 55s. ahead. The three boats were timed as follows at the close—Miranda 2h. 1m. 25s., Vampire 2h. 9m. 26s., and Osprey 2h. 18m. 44s.

The two prizes were consequently awarded to the Belvidere and Miranda.

In the course of the day some well contested rowing matches took place, and from the interest the whole affair excited there is every expectation of it being carried on annually, more especially as yachting is now a principal sport in Norfolk and Suffolk.

SOMERLEYTON REGATTA.

This place is also situated on the river Waveney, and in our boyish days was an obscure village, but Sir Morton Peto having built a mansion there, which is surrounded by splendid gardens, it has become a place of some note, and the spirited host of the Queen's Head, in order that aquatics should form a portion of the amusements of that rural district, offered on Monday, Aug. 26th, a silver cup of the value of 10 guineas, for competition.

The following yachts entered—Belvidere, Red Rover, Zoe, Mr. Hastings, and Iris, Mr. Stone. The course was between Somerleyton and Haddiscoe. The Belvidere took the lead at starting, the wind light and variable. In

rounding the buoy near the railway bridge at Haddiscoe she had to make several tacks, and she was passed by the Zoe, which in turn gave way to the Iris. In the course of the second and third rounds the Belvidere, however, resumed the lead, and was far on with the fourth round when the umpire held that, as the match could not be completed by six p.m. as stipulated, it must be resumed the next day. The Belvidere at this point would certainly have won, therefore protested against the course adopted.

On Tuesday, the Red Rover, Iris, and Zoe had matters all to themselves, the Belvidere refusing to compete further, her owner considering that he had not been well treated. The Red Rover won easily and took the cup.

Other sports followed.

PAIGNTON REGATTA.

On Tuesday, Aug. 20th, an immense assemblage of pleasure folks attended to witness the sports at this place, and the day being fine they were not disappointed. The first match was for 4 sovs. by boats belonging to the town. At one o'clock the Olive, Mr. J. Cole, Ellen, Mr. W. Ackrell, Fanny, Mr. W. Bartlett, and Eliza, Mr. G. Pridham started. The boats all got away well together, and ran down for the mark buoy off Torquay, when the Ellen took the lead, and came in the winner nearly 12m. ahead of Eliza, the second boat.

The next match was 4 sovs. for pleasure boats belonging to any port, and was sailed for by the Eagle, G. King, Torquay; Jack, J. Twyman, Brixham; Lassie, J. Mathews, Paignton; Flirt, Harley, Torquay; Frolic, Carnell, Exmouth; Lily of the Valley, J. Lear, Torquay; Ugly Mug, G. Cotton, Exmouth. The vessels started at 1h. 20m. Ugly Mug was the first to cant off and lead the way, with the Eagle second, the Lily third, and the rest following in a body. As they stood off from the shore, with the wind from the westward, no change could be noticed in their relative positions until the first mark boat was passed, when the Eagle was observed to be leading the van, with the Ugly Mug close aboard of her. This position, however, the latter had to yield to the Lily, until the third round when she regained it; the Lassie and Jack were well together, and came in the first round at the same moment. It was a spirited race throughout, and the Eagle was hailed the winner, beating the Ugly Mug, the second boat, by 10m. 20s.

The grand match of the day was for 10 sovs., to be sailed for by yachts not exceeding 15 tons. This brought the following six to the start, viz. the Firefly, Mr. J. Hoare, of Lympstone, Ithiel, Mr. J. Stiggins, of Teignmouth, Why-not, Mr. Bartlett, of Paignton, Edith, Mr. G. Turner, Lion, Mr. R. Harley, William and Ann, Mr. W. Mears, all of Torquay.

On the signal being given they slipped from their moorings and were soon under canvas, the Why-not with the lead, with the Edith well up, and the others following. The whole got off in beautiful style, stretching away in close order for the outer mark boat. The William and Ann had a spurt with the Edith which ended in favor of the latter. Just as the Firefly gave

unmistakeable signs of taking the lead, unfortunately the iron hook of the throat-halyard block gave way, down came the jaws of the gaff, and rested on the main boom. The peak halyards remained all taut, and the little craft stood on, disabled as she was, under her jib foresail and gaff topsail, the latter standing pretty well considering the mishap, and the mainsail all of a heap, until a fresh block could be got up and secured. After the loss of much time this was effected, and notwithstanding that she had been passed long ago by three of her competitors, she stood after them, passed them, and came in second: had there been another round she would have been the winner. The William and Ann having successfully outpaced the Edith, came in the winner.

Rowing matches concluded the day's amusements.

KENMARE BAY REGATTA.

THIS was originally intended for August 23rd, but from the unfavorable weather on that day, it was postponed to Sept. 5th, when it was held at Blackwater. The earlier part of the day was gloomy, with heavy rain, and a shifting wind. However, about 11 a.m. when the first race with hookers was commenced, it came on suddenly to blow furiously from south-west, with a nasty sea.

The hookers were ranged in a line opposite Blackwater, then began to drag their anchors, and, to avoid going ashore on Lackeen Point, had to run into the harbour or stand out into the bay. Having been thus disorganised it was not easy to get them into hand again, and it was about 1h. 30m. when they started. Ten, ranging from 18 to 7 tons, had entered, but only six got away. During the race nearly all of them carried away some portion of their gear, and were compelled to give up. The Tartar, Mr. J. Jermyn, received the first prize 8 sovs., and the Mary, Mr. E. O. Sullivan, the second of 4 sovs.

The next match was for a prize of 20 sovs., open to yachts of 30 tons and under, one minute per ton allowed for difference of tonnage. For this the following entered—Gulnare, 27 tons, Capt. Hartley, Glimpse, 14 tons, Mr. Mahoney, Sappho, 16 tons, Mr. H. L. Barton, Smile, 10 tons, Mr. A. H. Orpen, Vectis, 16 tons, Mr. W. S. French, and the Falcon, 10 tons, The O'Donaghoe, M.P. The latter two, however, though present, did not sail in the match.

In consequence of the difficulty of taking up a proper line, by reason of the great depth of water, and the sea that was then on, and the breeze that was blowing, it was determined to start the yachts underway at 2h. 15m. As the smoke left the gun it was aft headsheets, out mainsheet, and away to the eastward at a tremendous pace, the Glimpse leading, Gulnare next, and Sappho and Smile together. The first three had single-reefed mainsails and working jibs; the Sappho had also a reef in her foresail. The Smile had double-reefed mainsail. The Gulnare was the first round the eastern flag-boat, closely followed by the Sappho, Glimpse, and Smile; from this to

the Maiden Rock (five nautic miles distant), was a dead beat to windward, and now the boats began to change places. The Sappho soon weathered the Gulnare, and the Smile the Glimpse: the two former once or twice changed places, and as they got down to the more heavy sea increased their distance from the Smile—which also, in a lesser degree, drew away from the Glimpse. The round was for the most part steady, but there were occasionally some very heavy squalls, which put everything to the test.

When off Ormonds Island, on the southern shore, the Gulnare then leading, met with some mishap, lowered her head sails, and gave up. The wind continued to blow more fiercely; the three, however held bravely on, the Sappho rounding the western flag-boat 6m. before the Smile, and 7m. 30s before the Glimpse, and away before the wind for Blackwater. The little Smile ran up her topmast and set a jib-headed topsail over the double-reefed mainsail.

The course was twice round, in all 29 nautic miles, but in consequence of one half being right to windward, the boats had to sail upwards of 30 miles. In the second round the Sappho shifted jibs, setting a smaller one, and the Glimpse, unable to better her condition, gave up. The Sappho rounded the winning boat at 7h. 3m., and the Smile at 7h. 20m., the former being thus the winner by 11m.

There were many other races, such as six-oared Seine boats, 9 sovs., skiffs 3 sovs., four-oared boats 6 sovs., whale boats 5 sovs. and punts 1 sov. The sea was so rough that the majority of these were rowed inside the harbour and river.

WELLS-NEXT-THE-SEA REGATTA.

THE inhabitants of this port are determined to hold an annual aquatic revel, if they can get the support of the surrounding gentry, so that ample funds are forthcoming; and of that we should think there was little to fear, when we recollect that the Leicester family takes a lively interest in the prosperity of the port. The Earl of Leicester threw open the grounds of Holkham to those who chose to avail themselves of the privilege, and some hundreds roamed about them delighted on the day of the regatta, Aug. 2nd.

The first match was for two prizes, viz. 7 guineas for the first, and a silver tankard value 3 guineas for the second. The following yachts started—Echo, Mr. Dewing, of Burnham Overy, Gazelle, Mr. Wells, of Blakeney, La Pauvre Petite, Mr. Johnson, of Lynn, Volante, Mr. Tyrrell, of Wells, and Cuthbert, Mr. Smith, of Wells.

The start took place at 2h. 18m., but was not very cleverly managed, the competitors fouling each other with the exception of the Echo, which as a matter of course, took the lead, the Volante and Cuthbert second and third, the Gazelle and La Pauvre Petite bringing up the rear. The last named got aground on a sandbank, and consequently lost whatever chance of success she might have possessed. The Echo continued to maintain her advantage, but between the Volante and Cuthbert a close contest for some time ensued,

eventually the Cuthbert obtained a decided lead, but after making an allowance of 30 secs. per foot for difference of length, the *Volanté* was 7secs. ahead of her. The *Echo* received first prize, and *Volante* second.

Several sailing and rowing matches followed.

HYTHE REGATTA.

THIS place is situated on the opposite shore to Southampton, at the entrance to the New Forest, and from being a few years back composed of some scattered huts, is now a village of some note, being studded with many elegant structures, with a capacious landing place, and a stately hotel, called the Drummond Arms. There is also in this vicinity the splendid mansion of Cadlands, belonging to the Drummond family, fronting which on the opposite shore is the magnificent building at Netley, known as the Victoria Hospital, adjoining to the marine retreat of the Earl of Hardwicke.

The regatta took place on Thursday, July 18th, under the patronage of the nobility and gentry of the neighbourhood. In a great measure the management of this aquatic festival is due to Count E. Batthyany, whose untiring exertions deserve the warmest acknowledgments. The site was also admirably selected, inasmuch as the vast expanse of water fronting the river Itchen, and extending from shore to shore, could not be more appropriate for a regatta.

The first sailing match for boats of 23 feet and under, for a prize of 10 sovs., time race, one minute per foot, was decided as follows—1 Amateur, Mr. T. Paskins, £5. 5s.; 2 Flirt, Mr. T. Gibbons, £3. 3s.; 3 Lizzie, Mr. R. Parker, £1. 12s.; 4 Frolic, Mr. B. Harris. There was a strong wind during the afternoon, varying from S.W. to W.S.W. with heavy puffs at times which tried some of the spars and rigging. Notwithstanding, this was a well contested match, especially between the last three: the Amateur made all the running (to use a turf phrase), and finished each round some minutes in advance of the others.

The second match for sailing boats of 23 feet in length, time race, 1m. per foot allowed, for prizes amounting to 15 sovs.. The following started, Pearl, Mr. J. Paskins, sen., White Dove, Mr. J. Cunningham, Zephyr, Mr. J. Paskins, jun., Amelia, Mr. T. Hardy, Florence Nightingale, Mr. W. Boad. The Pearl came in first by 5secs., and had to receive from White Dove, 4m. for difference of measurement, so that in fact she beat by 4m. 5s.; the White Dove had to allow 4m. to Zephyr, and she only gained the third prize by 5s. The Pearl received 8 sovs., Zephyr 4 sovs, White Dove 3 sovs.

The third match for 10 sovs. for sailing boats of 19 feet and under, time race, 1m. 30s. sec. per foot allowed. The following started and came in thus: Squall, Mr. E. Bromley, receiving £5. 5s.; Baby, Count E. Batthyany, £3. 3s.; Lily, Mr. D. Parker; £1. 12s. The wind which had been very squally throughout, and the boats in each match half under water, with reefed sails,

severely tried this class, and it was only by skilful handling the match was concluded without any serious mishap.

Stockham of West Quay, Southampton, built the Amateur, Pearl, and Squall.

After the above-matches several rowing contests took place, and from the satisfaction generally afforded throughout the day, we may expect a repetition next year.

ROYAL NATIONAL LIFE BOAT INSTITUTION.

A MEETING of this institution was held, on the 3rd October, at its home, John-street, Adelphi; Thomas Chapman, Esq., F.R.S., vice-president in the chair. There were also present—Sir Edward Perrott, Bart., vice-president; Admiral Gordon, late Deputy-Master of the Trinity House; Montague Gore, Esq.; Capt. W. H. Hall, R.N., C.B., and Captain De St. Croix.

Mr. Lewis, the secretary, read the minutes of the previous meeting.

A reward of £13 was voted to the crew of the Institution's lifeboat stationed at Holyhead, for putting off and rescuing the crews, consisting of 14 men, of the brig Anne, of Plymouth, and the schooner Betsy, of Peterhead, which during a heavy gale of wind from the S.W. on the 15th ult., ran for shelter to Holyhead harbour, and, failing to secure a berth, dragged their anchors, and got close to the rocks. The Anne, at the time, had parted one cable, and was actually within a few yards of the rocks, on which the surf was breaking heavily. The Betsy was about a cable's length further out, but was leaking. Fortunately, the gale was at its height, and in a few hours afterwards, it having a little moderated, it was considered safe to put the crews again on board their ships, which were ultimately brought, with the assistance of the life-boat, and after much difficulty, into harbour. Capt. Priest, R.N., reported that the life-boat behaved, as usual, admirably in the heavy seas.

A reward of £4 was also voted to the crew of the Dundalk lifeboat, belonging to the institution, for rescuing, after several shore boats had made fruitless attempts, a ship-keeper who had been left on board the barque Frederick, of Dublin, which, during a heavy gale of wind, was totally wrecked on Dundalk Bar on the 13th September, having been stranded during the previous month.

A reward of £4 was likewise given to the crew of the institution's lifeboat stationed at Camber, near Rye, for going off and saving two men from the barge Peace, of London, which, in a gale of wind and a heavy sea, sank off Camber on the night of Friday, the 27th September.

A reward of £6. 10s. was also granted to the crew of the Sister's Memorial lifeboat of the society at Llandudno, for putting off in a heavy gale of wind, in reply to a signal of distress from the smack Uncle Tom, of Runcorn, on the 13th September. The sails of the vessel had been carried away, but,

with the assistance of a steam-tug, she was towed to shore, and her crew of three hands saved.

Rewards, amounting to £11. 10s., were also voted to the crews of the Institution's lifeboats stationed at Walmer and Tyrella, for putting off in reply to signals of distress from two vessels, which, however, on the arrival of the lifeboats, did not require their services. After having crossed through a heavy surf on the fatal Goodwin Sands, early on the morning of the 23rd September, and had been filled several times, the Walmer lifeboat grounded within fifty yards of the wreck. Immediately five of her gallant crew jumped out, waded through the seas, and boarded the vessel, but were informed by other boat's crews who had possession of the vessel, that their services were not required. The lifeboat returned ashore, her crew, consisting of Deal boatmen, expressing their admiration of her behaviour.

A reward of £2 was voted to Mr. Dewsbury, master of the steam-tug Beaufort, of Sunderland, and £2 to his crew, for rescuing four men from the brigantine Villiers, of London, which, during squally weather, had struck and partially sunk, about midnight, on the Mumbles Head, near Swansea, on the 3rd September. There was a heavy sea running at the time, which was sometimes going over the poor fellows in the rigging. Mr. Dewsbury had to run his vessel backward between the two masts of the wreck, cutting away the mainstay, and thus the tug's keel was crosswise over the deck of the sunken vessel. When in that position, which was only for an instant, the four men dropped from the rigging on to the deck of the tug. Shortly after the four men were rescued by the tug both masts of the wreck went over the side, when she broke up and soon disappeared altogether. Two of her crew had previously unfortunately perished.

A reward of £7 was also granted to five policemen and a civilian, for swimming off a considerable distance, at much risk of life, in a heavy sea and strong ebb tide, and saving the lives of two persons who had been capsized from their boat off Lahinch, on the coast of Clare, Ireland. It was stated that two of the constables have on previous occasions very laudably exerted themselves in saving life. The constables had also received a reward of £1 each from the inspector of police.

The thanks of the institution, inscribed on vellum, were voted to Mr. L. M. Maxton, collector of Customs at Bridport, in testimony of his general services in aiding to save life, and particularly on the occasion of the recent wreck of the brigantine Pauline, off Bridport, during a heavy gale of wind.

It was stated that some favourable trials had been made at Southport and Scarborough, with the large lifeboats the institution had recently sent to those places. The Aberystwith new lifeboat, *en route* to the steamer in Bristol, had been exhibited in the principal streets of that city, and had excited much interest amongst thousands of persons who had assembled to witness the boat, and who had never previously seen a lifeboat. The cost of the three lifeboats had been munificently presented to the institution by three benevolent persons.

Communications were read from the Mayor of Ipswich and Mr. W. B. Byng

stating that the Rev. Edward Synge had preached sermons in St. Peter's Church, in that town, in aid of the funds of the institution. They also stated that arrangements had been made for a general collection in all the churches and chapels in Ipswich, on Sunday, the 10th November, when they hoped a good expression would be made in favour of the National Lifeboat Society. Mr. Synge had received the silver medal of the institution, in acknowledgment of his brave exertions in saving life from a wreck on the Irish coast.

The demand on the funds of the institution continue, we regret to say, to be heavy; and payments, amounting to £1,000, on lifeboat establishments, were ordered yesterday to be made.

It is earnestly hoped the public will continue to strengthen the hands of the committee, so as to assist them to carry on, during the ensuing winter, the important and philanthropic operation of this truly national institution.

Orders were given for the sale of £500 from the small funded capital of the society, to enable it to meet the heavy demands on its fund.

The proceedings then terminated.

NOTICE TO CORRESPONDENTS.

G. A.—1,—It is very hard to state definitely what constitutes a balloon-topsail—some being used with a jack-yard and some without; it is generally understood to be the largest topsail—extra of No. 1 used for running off the wind. 2, 3,—Never saw a beating topsail, that is any topsail under No. 1, with a jack-yard. Have seen a balloon-topsail with a jack-yard used on a wind, and we think a beating topsail set with a jack-yard may be safely construed as a beating topsail. 4,—As a general rule topsails from No. 1 downwards never have jack-yards;—only the extra or balloon topsail.

J. B. C., Halifax.—We do not remember any prize given by Royalty being construed into a "Challenge Cup," and subject to conditions as follows:—"It must be won thrice consecutively by the same party before it can become his property, and the time for tonnage one minute per ton,—with a course of about twelve miles." Such appeared in the Regulations of the Royal Halifax Yacht Club Match for H. R. H. the Prince of Wales Cup, value £200. If it was not ordered by the Prince we should advise the authorities to rescind such rule at once, the wording of which is bad—"by the same party" means the same owner, *not* the vessel, giving a party winning once a chance to bring forward any craft he pleases.

AN OWNER.—We deem it only justice to give small regattas as well as large, and as he observes "our work should form a repository of the doings of the pigmy as well as the leviathan".—Such we intended at the outset in 1852.

YACHTS AND YACHTING.—We have received information from the Author that the Article will be continued in our next, and following numbers.

All communications to be addressed to the Editor, 6, New Church St., N.W.

HUNT & Co., Printers, 6, New Church Street, Edgware Road.

HUNT'S

YACHTING MAGAZINE.

DECEMBER, 1861.

YACHTS AND YACHTING,*

BEING A DESCRIPTION OF THE BUILDING, MASTING, RIGGING, SAILING AND
GENERAL MANAGEMENT OF YACHTS.

CHAPTER XXI.

WE now come to the gaff, and in treating of this spar it may be said that no matter how excellent the main boom is, if the gaff is bad the mainsail can never be set properly; therefore in the choosing of a stick for this purpose, well-seasoned close-grained timber, free from knots, sap, or rind gall, is of much importance. The lighter it can be made the better, but at the same time a due regard must be had to producing a stiff stick, for if a gaff buckles at all when the mainsail is hoisted, the after part of the sail will be all in a bag; this more particularly applies to square-headed sails; and to remedy the buckling of a light gaff with such a sail, the peak halyard blocks are placed well out upon the spar; this will take up the after leech, but then the gaff will spring between the peak blocks and the throat halyards, and the belly of the sail becomes slack, so that a weak gaff will never properly set a square-headed mainsail. With this shaped mainsail therefore a strong spar is necessary, and to obtain the requisite strength there must be additional timber; consequently a sail cut thus necessitates a heavy gaff, and involves extra top-hamper.

* Continued from page 288.

A sail cut with a high peak can be set with a lighter spar, and moreover by placing the peak halyard blocks well out, it can be tapered up more considerably and rendered much lighter still.

The length of a gaff of course altogether depends upon the dimensions of the sail to be bent upon it, but care should be taken at the outset that it is cut sufficiently long to take out the head of the sail as it stretches; nothing requires watching more than the head of the mainsail, not a wrinkle should be permitted in it, and in a racing yacht particularly the lacing should be overhauled, and the peak earing hauled out, upon every occasion that the least slackness of the head of the sail is perceptible; if the gaff be not cut long enough this cannot be done, and if the head of the mainsail is suffered to remain so, what may be a good sail is but half bent.

I have so frequently alluded to high peaked mainsails, that I fear I shall incur the charge of tautology in again referring to them in connection with the subject of gaffs; but as the construction of these spars is materially influenced by the shape of the sail which is to be bent upon them, I need scarcely plead any apology for doing so: a square-headed sail will, as I before stated, require a stouter spar to set it than a sail with a great peak, and the less weight we can have aloft the better. This is one argument in favour of a peaked sail; but there are others far more important; a square-headed mainsail can never be set to the same advantage when a vessel is close hauled upon a wind as one cut with a lofty peak; for the gaff of the former will always be found to form a very considerable angle with the boom, and the best efforts of the head of the sail in propelling a vessel is lost; whereas the gaff of the latter, if the sail be well cut, will be seen to lie nearly in the same place as the boom: moreover the square-headed sail is more likely to drag on a vessel, and depress her quarters when she careens to a strong breeze, than the peaked sail; the latter throwing the weight of the canvas more into the body of the vessel. With a lofty peak to the mainsail, a shorter mainmast will spread an equal amount of canvas with more advantage than a longer mast and the sail square-headed, and the comfort of snug spars in either a cruising or racing vessel cannot be over-estimated.

During this past season of 1861 some remarkable instances were presented to the notice of observing yachtsmen of the endeavour to combine the hoist of the square-headed sail with the high peak; three of as fine clippers as ever floated the ocean, from the stocks of

three of the first builders in the kingdom, cannot have escaped observation in this respect, and in each instance it has been noticed, and admitted on all sides that these vessels were overdone in spars and canvas; the two systems cannot be combined, the one is faulty and when engrafted upon the other is sure to result in failure.

The jaws of gaffs may be made of either wood or iron, where it is much peaked iron commands a preference, and another advantage iron presents over wooden jaws is that when running off a wind with the mainsheet well eased out, wooden jaws get jammed against the eyes of the rigging, and with the first little jump of a sea away goes the gaff short off like a carrot, whereas iron jaws not requiring such a great thickness at the throat, fit neatly and snugly round the mast, the horns slide in under the rigging, and thus prevents the latter becoming a fulcrum whereupon to carry away the gaff.

Whether iron or wood be used for the jaws, the gaff should always be fitted with a good solid wooden tumbler, playing easily in a strong pin between them; no gaff is complete without this tumbler; it always lies parallel with the mast, reduces the strain upon the jaws, prevents the gaff getting jammed against the mast, eases the strain on the parral rope, prevents the jaws chafing and cutting into the mast, and ensures the perfect travelling of the gaff up and down the mast. Sometimes gaffs have iron straps driven on them for the peak halyard blocks to hook into; this is a bad plan, for in driving on these iron straps, or even if they are span screw straps, they tend to crush that part of the spar immediately under them, and a little working increases the evil, so that the gaff is easily sprung or carried away in their immediate vicinity: selvagee straps covered with leather and retained in their positions by stop cleats nailed upon the under part of the gaff, are the proper fittings for this purpose. I have seen galvanized wire straps covered with leather used for the same purpose, as also for mainsheet block, and jib-halyard block straps, and a very excellent fine job they make, particularly for mainsheet block straps.

The cheek blocks at the end of the gaff for the topsail sheets to reeve through require looking after, in order that a sheave suitable to the sized rope used for the sheets may be used, and that the shell of the block be well and firmly rivetted to the spar. I have seen many awkward incidents and ugly accidents occur owing to negligent workmanship in this respect; two I will mention in illustration. The first occurred at the close of a hardly contested match, a heavy

squall struck us and we immediately sprung to take in the gaff-top-sail, the outer end of the shell of the cheek block was started from the gaff, the sheet got jammed between it and the spar, and we could neither get the topsail down, nor set it again, and were so hampered by it as to very nearly cause us to lose our well fought match. The second instance was where the sheet was too large for the sheave, and when we got the topsail up, (being underway at the time with a jump of a sea on,) the sheet jammed, and we could not sheet the topsail home; the sheet then took a round turn over the gaff end, I went up to clear it as well as to render the sheet through the sheave, the helmsman gave the vessel a slight shake up to assist me, which by the way he should not have done, and I managed very cleverly to pierce myself in the calf of my leg with the hook of the outer peak halyard block during my endeavours to prevent myself being shaken off the gaff end.

Sometimes the sheave is let into the spar when the latter is stout enough, but as this tends to weaken it the cheek blocks are more generally used.

A neat copper band at the end of the gaff makes a good finish, and the ensign halyard, or jewel block, for the peak downhaul, should be strapped with copper, having a stout copper eye bolt with a good shoulder upon it, to be driven firmly into the gaff end; this block should be made to take an $1\frac{1}{2}$ inch or $1\frac{3}{4}$ inch line, for a good heavy drag is sometimes required to get the peak down in a hurry, and a light downhaul is next to useless: the line used for this purpose should be "platted" and not "laid". As the downhaul answers for ensign halyards as well, I may here remark that all signal halyards and the back lines for signals themselves, should always be of platted material; for a laid line generally twists, and very often, when an ensign, or flight of signals is sent aloft, immediately when broken out it is discovered that the flags are twisted round the halyard or back lines, after a fashion rendering them quite indistinguishable.

Thenock bolts and pin under the throat of the gaff, which take the "nock" or "throat" of the mainsail, should be of good workmanship and strong, and well galvanized; the topsail sheet fall block and the main-tack tricing-line block, also attached to eye-bolts under the throat of the gaff should undergo a close inspection that they are full sized for the ropes, and that the sheaves work smoothly and well; the peak halyard and lower main halyard blocks, should also

be attended to ; the lower main halyard block should be attached to the gaff by a broad galvanized iron plate passing down through, and playing freely in. a score cut for the purpose between the jaws, and this plate should be secured by a cross pin passing transversely under the jaws of the gaff: these latter when made of iron sometimes have the eyes for blocks,nock pin, and block plate, forged in the solid, it makes a very neat and strong finish and prevents the wood of the throat being so much cut up by a number of bolts passing through it. Iron jaws should always be neatly covered with leather, everything connected with a gaff, the material used and the blocks and fittings thereof should be of the best description and careful workmanship, and it should work upon the mast as easily and freely as though it were moved by a cog wheel ; an easy working gaff is half the battle when a vessel has to be worked smartly in heavy weather; and the way to ensure this is by strict attention to the details I have endeavoured to enumerate.

Every practical yachtsman knows that when reefing a mainsail by the wind or running free, the canvas blows about wildly and often gets foul against the lifts and rigging ; if then to this difficulty, which has frequently to be overcome by downright man-handling, there be added a stiff working gaff that jams on the mast, blocks through which the halyards wont render and a downhaul of no more service than a pack thread, it becomes a very awkward business indeed, and in a racing yacht is sure to end in defeat. Often when a squall of more than ordinary weight strikes a vessel, it becomes necessary to run off before the wind, and relieve her by "scandalizing" (*i. e.* lowering,) the peak of the mainsail and tricing up the main-tack, and not unfrequently it is of the last importance to close reef her and shift her head canvas whilst in this position ; or perhaps to stow the mainsail altogether and set the storm trysail. A heavy sea may nearly always be expected to accompany such weather, and the men have not a very steady platform beneath their feet, in fact the little craft is bounding about like a wild colt, and it requires a little of Astley's circus training to remain firm on one's pins, and at the same time effectively to use the arms. Under such circumstances rapid handling is indispensable, but the best men that ever trod a plank may be beaten and wearied out by bad fittings and refractory gear aloft, and I don't know any part of a yacht's rigging or spars more calculated seriously to impede quick and good handling than a badly fitted weak gaff.

In connection with the gaff must be taken into account the hoops of the mainsail which confine it to the mast ; if these hoops are too large, although they will run freely, yet there is a great space lost between the sail and the mast, and the loss of propelling power follows ; if they are made too tight they will not travel kindly no matter how well the mast may be greased, so that a little nice discrimination is necessary in proportioning them, as they will much affect the free working of the gaff, more particularly with a new sail. Iron hoops well leathered make a very excellent job, but here too experience becomes necessary, as if the proper substance of iron is not put in the hoops they will bend, the distance between the mainsail and the mast will be greater than in the wooden hoops, and they will jam even more. Iron hoops should be galvanized before they are covered.

From what I have said relative to the main gaff, it will be evident that the trysail-gaff requires an equal amount of careful attention ; the trysail and its fittings should be the yachtsman's principal care after completing his fine weather rigging and canvas. There exists an unaccountable laxity amongst yachtsmen generally with respect to storm canvas ; whether this arises from a belief in the old adage that " it is time enough to bid the dusky gentleman good morning when you meet him," or from too great a faith in a vessel's powers under her ordinary canvas, it is hard to say ; but how often do we see the trysail-gaff securely lashed on the top of the boom, and the trysail stowed away in the lowermost depths of the sail room : when the stormy hour is at hand the mainsail is close reefed, and the vessel sent staggering along through a mountainous sea, the weight of her boom overpowering and pinning her down in the lee roll until her decks are swept again, her lee bulwarks carrying tons of water on the deck, and everything is confusion, then comes the order to take in the mainsail and set the trysail ; the trysail-gaff has to be cut loose and laid upon the deck to be knocked about like a nine pin, and to inflict sundry barkings on the shins of the foremast Jacks in their endeavours to secure it ; then sundry topsails and jibs have to be bundled out of the sail-room upon the wet deck to arrive at the whereabouts of the trysail ; back go the sails again dirty and wet. Next the head lacing is astray, or the mast lacing ; the jaw parral has to be looked for and perhaps cannot be found ; the trysail sheets next are missing, another overhaul of the sail locker gives another and more thorough wetting to the sails that should be kept dry, but

no sheets are forthcoming; a general search now ensues, and at the eleventh hour they may be hauled out of some secluded nook in the fore peak, where they had been stowed upon the principal of the Dutch school of anchors: eventually when the much needed trysail is ready to be set, the hurricane is upon the devoted little barkie in all its fury; there is no time to think of shifting canvas, all hands must hold on the best way they can, and the skipper and mate have quite enough to do to keep the little ship living and free of water.

That this state of things has often occurred few will gainsay, that it should occur may be principally attributed to the too prevalent desire of making a yacht all wings, and never reversing the fine weather picture until the raging elements impart a lesson that once learnt will never be forgotten. The trysail-gaff therefore should be as sharply looked after as the main-gaff; instead of being lashed upon the boom it should be kept laced to its sail; the jaw parral should be in its place ready for bending, the sheets should be attached to the sail, instead of lacing to go round the mast, (and which lacing by the way very often fouls, or blows away when the sail is being set) there should be neat selvagee straps, covered with leather and fitted with eyes and toggles, seized along the luff of the sail, similar to hoops; then gaff, sail, sheets, parral, toggles, and all complete should be neatly stowed in a painted canvas cover, which may be slung under the boom, or lashed on top of it, or lashed with the topsail yards on deck, uppermost and at hand always. Prepared for the worst after this fashion, when a falling barometer indicates the coming storm, there is no trouble but to stow the mainsail at once, uncase the trysail and it can be got upon the little ship in as short a time as I take to write these lines.

No yacht, be she racer or cruiser, should ever go to sea without a trysail; under this sail, with a spit-fire jib and close reefed or storm fore-sail, she must be a sorry craft indeed that will not carry her crew dry and comfortable through the day or night of storm; and any yachtsman who suffers from a neglect of such simple precautions fully deserves all that may befall him in the shape of anxiety, knocking about, wet, discomfort, and wearying fatigue: how much pleasanter it is when caught by a gale to turn in below, confident in the storm trim of the ship, and secure in the skill of a tried captain and experienced crew, than to be dodging the green water on deck and watching with feverish restlessness every movement of the straining craft, imagining at one moment that she is going to turn turtle, or

the next that the boom is going to twist the mast out of her ; or perhaps if she is running before the wind, and the helmsman is overmastered by the fiercely following sea, the leach of the mainsail gives one flap, over goes the boom with a crash that knocks everybody off their feet, shakes the wee barkie until every plank in her quivers again ; away goes what was the weather runner with a report like a howitzer ; the mainsheet parts like a hay band, and it is ten to one that the mast does not dissolve partnership and pay a visit " over the side". These are some few of the "*agremens*" of trusting a vessel under her large mainsail and boom during stormy weather. "Lead, Log, and Look out" is a maxim that should never be lost sight of by a sailor, and to the adventurous yachtsman who cruises about our wild channels, for wild they are very often, I would say add "Try-sail", it is the best port for a wandering cruiser, when he cannot find a convenient spot to let go his mud hook in.

The cro'-jack, cross-jack, or more properly the square-sail yard, is now rarely seen with our racing cutters ; but our cruising vessels find them useful. The square-sail yard crossed when a yacht is lying at her moorings gives her an imposing look, and when she is dressed in her holiday bunting vastly adds to her appearance ; but if the anchorage be crowded it is an intolerable nuisance, for very often other yachts when coming to their moorings, or in swinging to a change of wind, get foul of the square yard, and then a regular smash ensues. To avoid this under such circumstances the yard must be carried "a-cock-bill," that is the starboard arm topped up, the yard being hoisted the depth of the arm from the deck, and lying nearly up and down with the mast. A good tough stick is requisite for this spar, and the braces, halyards, sheets and guys, and yard ropes, with their respective blocks and sheaves should be carefully fitted so as to ensure rapidity and certainty in working.

In a cruising vessel a square-sail will be found extremely serviceable with a favourable breeze when making passages, and drags a vessel along in grand style. As cruising yachts seldom carry balloon canvas, a square-sail may therefore be considered as very necessary. With a racing craft however it is otherwise, her balloon topsail yard, and balloon topsail will be found to answer all the purposes of a square-sail yard and square-sail ; and she has plenty of lumber in the shape of spare topsails and yards, without encumbering herself uselessly with a spar and sail that would be more in the way than otherwise.

YACHTING IN 1861.

IN our last we gave an account of the winners of Her Majesty's Cup since its first presentation to the Royal Yacht Squadron, which we shall follow up by the victors of His Royal Highness the Prince Consort's gift,—and a brief notice of the proceedings of that club during the present year.

In 1852,—August 15th the Prince Consort gave a cup value 50 sovs. which was won by the splendid schooner *Gloriana*, J. Gee, Esq., built that year by Ratsey, beating *Alarm*, *Gipsy Queen* and *Claymore*. Three others retired from the contest during the race.

1853, August 15th.—The cup was contested by cutters (*not by schooners as stated in Bell's Life*) whose names were *Mosquito*, *Arrow*, *Aurora*, *Osprey* and the *Julia*, just launched. This was a very spirited affair, and great expectations were formed on *Julia*, nevertheless those who were so sanguine met with disappointment, as *Mosquito* came in a winner heading *Arrow* 2m., and *Julia* 8m. 31s.

1854, August 15th.—The *Arrow*, *Julia*, *Osprey*, and *Aurora* (*not Mosquito*) started. This was one of the most brilliant achievements of the *Arrow* on record, she beat the favourite (*Julia*) 13m. 55s.

1855, August 14th.—The *Gloriana* sailed over the course alone, and received the prize.

1856, August 5th.—The cup was sailed for by the *Extravaganza*, *Maritana*, *Aurora* and *Caprice*; it was won by the former, 9m. 27s. ahead of *Maritana* the second vessel. The wind was light with fitful puffs, which at times caused a large portion of their copper to be seen.

1857, August 4th.—The *Gem*, *Lalla Rookh* and *Zouave* entered, but the race was between the two latter, and after a most exciting contest *Lalla Rookh* came in a winner by only 3m. 50s.

1858, August 2nd.—On this occasion Mr. Marett's system of Measurement* was tried—area of sails. *Arrow*, *Lulworth*, and *Extravaganza* started. The area of the latter's canvas being so much less than her competitors the race was solely between them, which proved a very spirited affair; it was won by *Lulworth* with 30s. to spare besides the allowance for difference of feet of canvas which was 1m. 51s.

1859, August 2nd.—The *Zouave*, *Eugenie*, *Cecile*, and *Magnolia* started. Great things were expected from the latter, but she sadly disappointed her admirers—coming in third. *Zouave* received the cup.

1860, July 31st.—The *Arrow* was hailed the winner after a spirited

* The correspondent of *Bell's Life* still assigns this theory to the Americans, at which we are surprised, as he well knows it was first suggested by Mr. Marett in his work on Yacht Building.

contest with Lulworth, which she beat by 6m. 6s. after allowing 4m. 49s. for difference of tonnage.

1861, August 6th.—Three cutters—Arrow, Osprey and Brunette started with a splendid breeze from S.W., W.S.W., W. Arrow was the last off, but before passing Ryde pier she had forereached on her opponents, took the lead and kept it throughout, Osprey coming in second, Brunette some distance astern. To account for the position of this vessel Messrs. Ratsey and Sons sent the following letter:—

“In the account of the R.Y.S. Match for the Prince Consort's Cup, you did not state under what circumstances the Brunette was entered to compete for the prize. She has been recently purchased by Mr. Davenport, who intends to take her abroad, and for that purpose he has had her sails and spars reduced. Now, it is a well known fact that both the Arrow and Osprey are properly equipped for sailing in matches, and the Brunette was only entered to make up the race, as three were required to start; and, being without balloon sails and racing gear, the idea was not entertained that she would prove successful; but, to the surprise of all, she kept close company with her antagonists, and in the first round maintained the lead until she ran into a calm off Ryde. I think these facts should be made known to the sporting world, which would otherwise imagine the yacht had been shamefully beaten.”

The Royal Yacht Squadron has given for many years a Cup of the value of 100 sovereigns, which is open to all yachts belonging to any Royal Club: it has been as much sought after as the gift of Royalty, if we may judge by the usual numerous entries; and, therefore, in looking back at the records of this Club we append the following extracts.—

1852, Aug. 21st—The Squadron gave the cup, on which occasion the celebrated Mosquito entered against the Aurora, Arrow, and Lavrock, cutters, and Claymore, Alarm and Gloriana schooners. The breeze was baffling from N. to N.N.E., and at times nearly a dead calm. It being impossible to finish the match that day in time, the signal to abandon the race was made; and on the 23rd these vessels again started, with the exception of the Claymore. From the light winds and calms the Mosquito did not arrive till after 10h. p.m., 7m. ahead of Arrow; the others came in on the following morning.

1853, August 19th.—On this occasion a strong fleet came to the start viz: Arrow, Julia, Aurora and Alarm cutters, also Aurora Borealis, Sylvia and Alarm schooners. This match was well contested, and the Julia came in the winner, heading the Sylvia 5m. 38s.

1854, August 19th.—The cutters Julia, Arrow, and Osprey started against Ginevra, Alarm and Titania: there was a pleasant breeze from

W.S.W., and after an exceedingly good race, Alarm was declared the winner.

1855, August 15th.—The Alarm, Wildfire and Gloriana started with a slashing breeze, which suited these now famed vessels. Alarm took the lead and kept it throughout, beating Gloriana 25m. and Wildfire 54m. 20s.

1856, August 11th.—The extraordinary number of ten yachts started for this cup, viz. Cyclone, Glance, Mosquito, Extravaganza, Amazon, and Arrow cutters, Whirlwind, Vestal, and Wildfire schooners, and Lulworth sloop. After a sharp struggle between the whole, they came in Arrow first, Whirlwind, second, and Glance third. The two former having to allow time, the latter became the possessor of the cup.

1859, August 6th.—The Squadron offered in addition to the 100 sov. cup the further sum of 25 sovs. for second vessel. Fifteen vessels entered, but only eight started, and even then the race was principally between Alarm, Wildfire, Osprey, and Gipsy Queen. The former after a well contested match came in first, but in consequence of her having violated the rules, the Wildfire received the first prize and Osprey the second.

1860, August 4th.—The cup was won by the Lulworth, considerably heading Osprey, Wildfire and Audax,—the only yachts that returned.

1861, August 6th.—Audax, Aline, Alarm, America, Arrow, and Thought, with Chrystabel, Enid and Phasma entered—some considerable doubts were entertained of the policy of allowing the six clippers to contend against the other three, and we believe their owners generously withdrew, allowing the Chrystabel, Enid, and Phasma to start. The weather was far from pleasant, the sea being turbulent with a strong wind. Chrystabel started with the lead, and during the first round carried away her bowsprit; but after giving the precedence to Enid for a time, she eventually regained her former place and came in a winner. The Royal Yacht Squadron regatta this year (1861) was very successful and the private match between Alarm and America, commencing the sports, caused a great influx of visitors, and the town of Cowes profited thereby. Several new members were enrolled during the season, and a considerable fleet, now hoist the white flag.

Having disposed of the Royal Yacht Squadron, we must “try back” to the doings on the Thames, where yachting every year commences, and we may add, flourishes. There is one point particularly observed by the Clubs on the river, they never appoint the same day for racing, although they may for “feeding.” If this had been attended to by the various Clubs and Regatta Committees, a larger attendance of vessels

would have appeared at the different places, and the public generally being by this assured of a good display of bunting, would gather together more numerous than it had hitherto done. By this the inhabitants would be greatly benefitted, and very justly so, for in all places where there is not a Yacht Club, the funds are formed from general subscriptions. But how is this to be brought about our readers will ask. In our former volumes will be found suggestions to remedy this and other crying evils which a "Yacht Owner" has lately called yachtsmen's attention to, through the medium of *Bell's Life*, which we here subjoin, and we hope he will prove more successful than others who have for years written upon the subjects therein mentioned.

"MR. EDITOR:—Allow me a corner of your influential paper for a few observations which may be deemed worthy of consideration by the yachting world. Although the number of yachts increases every year, there is unfortunately more and more difficulty year after year in obtaining entries for even the best prizes given at regattas. How is that to be accounted for? If I am not greatly mistaken the reason of it is to be found in several circumstances.

"First and foremost, the prizes, conditions of sailing, and the date of regattas are generally made public too late. Secondly, the prizes are usually too insignificant, considering the value of the yachts and the great additional expense of racing sails, gear, and extra hands, besides wear and tear. Thirdly, in consequence of the difference in measurement at different ports and clubs, there is often an uncertainty as to what size the vessel will measure. Fourthly, the days on which the regattas are fixed are not so managed that yachts, either intending to race or look on and by their presence add to the gaiety of the event, can possibly attend. Even were they all steamers it would not be possible, because not only is there but an interval of a day or two to cover great distances, but they often take place, although within a few miles of each other, on the very same day, viz. Southampton and Cowes regattas. Fifthly, and what, in my humble opinion, is the chief reason of so few yachts entering to race, is the habit which many owners of racers have of stripping them more or less completely, making them mere sailing machines and unworthy of the name of yachts.

"Now it is only a very small minority of the yachts which race, and to this small minority all the money and cups subscribed by the rest of the yachting world and the general public (one in ten thousand only of whom is, perhaps, aware of this practice), is inevitably destined. No vessel in its usual sailing trim stands a shadow of a chance with an equally fast vessel devoid of her internal fittings, bulkheads, doors, sofas, &c. Few people, although possessed of fast vessels, care to make themselves uncomfortable or spoil their fittings by tearing all out for every race, even supposing there was time to do so. (This is always supposing that the owner lived on board his yacht, which he ought to do, and not like the owners of some of the racing yachts, who go round by rail to the various ports and send their

vessels to meet them). And fewer still will care to go to the expense of extra hands to enter against and be beaten by a vessel perhaps not their equal in sailing, and certainly not in comfort, but which, being cleared out entirely, is nothing but the shell of a boat filled with sails and shot bags. All vessels do not race in this trim, but when they do win it is chiefly against vessel of far inferior tonnage. Against one of their own tonnage and equal in sailing properties they would never win, any more than a horse out of training would against one in training.

“As to that abomination of shifting ballast, it is, I hope, condemned by every sailing committee in the kingdom. It is of course always easier to point out faults than to find remedies to them. For such deep-rooted evils radical reform is necessary. The Royal Thames Yacht Club has set a good example in respect to measurement, prizes in plate instead of money, good arrangements for members and friends to follow the races, punctuality in starting, sealing down ballast, strict adherence to rules, timely advertisement of the days and conditions of matches, and general management.

“In order to settle all these questions, viz, match days for every club in such succession that yachts could attend, mode of measurement, sealing down of ballast, racing in fair cruising trim, and giving early notice of amount of prizes and conditions of races, it would be advisable that a committee, consisting of yacht owners principally, should be chosen by each royal yacht club (to which might be added the commodores and secretaries), and should meet at the most convenient period, say towards Christmas this year, in London, in order to come to an understanding for the future in respect to the above-named points. It could then be seen whether it would be necessary to meet every year, or whether it could be managed for the future by the secretaries. As the gallant Vice-Commodore of the Royal Victoria Yacht Club observed with great justice in his speech, “A person should be appointed to examine every yacht before starting, and decide whether she was in fair cruising trim.”

I have trespassed already too much, I fear, on your valuable space, and shall, therefore, confine myself to adding that it would be desirable that one of the leading clubs, such as the Royal Yacht Squadron or Royal Thames Yacht Club, should take up the matter energetically, and invite the other clubs to attend, I trust that you, sir, will aid the object in view by your powerful advocacy.—Yours &c,

“A YACHT OWNER.”

On reading this, which appears feasible in print, will he take the lead in getting up a committee to arrange even one point of the five mentioned, for, if we may judge by past experience his time and ink has been wasted, unless, indeed, he will boldly bring it forward in his Club. It may so happen that he does not consider his influence sufficient to induce his brother members to entertain the question,—if so that is immaterial at the outset, as all that is required will be publicity, and that will assuredly follow his notice. Let him not hesitate, for the above letter does him infinite credit, and it would be much regretted if he now

left it at the mercy of others. If notice be at once given yacht owners will have leisure to discuss its merits. It is commencing the business where the hitch lies—and we again assure a “Yacht Owner” that unless he personally exert himself, his letter is useless. Should he be successful in getting a Committee many other matters could be discussed, and amongst them we would call especial attention to the following:—

MR. EDITOR:—I read the letter signed “A Yacht Owner” with great satisfaction, and think all his propositions for the improvement of our regattas, particularly that of a central committee of delegates from the various clubs highly important. There is one point, however, which he did not touch upon, and which he probably would think of trivial importance, but I am sure, from long observation, is one on which the amusement of the spectators at regattas very much depends. I allude to the so-called *distinguishing colours* of the yachts, which, in many instances, are so much alike that at any distance, even with a good glass, it is impossible to tell one yacht from another, unless you know them by some other marks than the *distinguishing* flags. I think the committee might fairly insist on the yachts carrying flags, not only of sufficient size, but of such colours as to be easily distinguished from each other. I also think that yachts accompanying a match should make a point of carrying their ensigns, to prevent their being confused with the racing vessels. If you will kindly find a corner in your valuable paper for these few lines, you will oblige, yours, &c.

R.T.Y.C.. Sept. 7.

“RUNITING.”

The inconvenience of not being able to distinguish the racing flags has long been a source of grievance to those who take an interest in the yachts whilst racing. A correspondent pointed out a method which would obviate this, it was simply to stitch a flag on each side of the mainsail, near to the peak, in addition to the usual flag at the masthead. It appears probable that the difficulty now complained of would be removed, at any rate the suggestion is worthy of a trial.

The season on the Thames commenced on the 21st of May, the Prince of Wales Yacht Club resuming its old place of pioneer. On which occasion, by the liberality of the Commodore (Mr. R. Hewett,) and the Treasurer, (Mr. A. Turner,) two splendid silver cups were presented of the value of 20 sovs. and 10sovs. Six vessels started, and after an excellent contest the Bessie, a new ten tonner, built by Harvey of Wivenhoe, won the first prize, and Why-not received the second.

On May the 25th, the Ranelagh put forth its claim to be distinguished in the racing annals of yachting, and two spirited members gave prizes of silver cups of the value of 12 sovs. and 5 sovs. The first by Mr. Reynolds, the second by Mr. Roe; which were won by the Little Vixen, (first,) Clara, (second,) May-fly, last. This was held above bridge, and we suggested, from the numerous impediments met with, that it should

be the last held in that locality, and will be seen our suggestion hereafter has been successfully entertained.

On the memorable first of June, the Royal London Yacht Club hoisted the "City Arms" at Erith, to open *its* season of racing, and two matches were sailed on that occasion. The first that started was what had been named the "Extra Match" between small Yachts of six tons and under; five vessels came to the moorings buoys. The breeze freshened during the day, and these lilliputians had at times as much as they could well stagger under. The Giraffe received the first prize value 15 sovs., the Lancet second 5 sovs., beating Wee-pet, Mayfly and Spray. The next match was between the Bessie, Why-not, and Violet, and here the chief interest of the day was centered, each vessel had a picked crew on board, men who knew every inch of the river, and fully competent to make tracks where most required. The interest taken in the match was evinced by the anxiety of each yacht's partisans scanning every rope and spar; and certainly the manner these little models were handled justified the excitement, and anticipation of an excellent match. The tactics displayed during the race were much admired, but after all an unlucky *contretemps* caused the match to end in anything but a pleasant mode, for in consequence of a foul between Bessie and Why-not, the committee had the unthankful task to arbitrate between them; and ultimately the decision was given in favour of Why-not, which received the Silver Basket valued 20 sovs. and Violet coming in third received the second prize 5 sovs.

On Monday, June 23rd, the Royal Thames Yacht Club unfurled its banner, and splendid and beautiful prizes of value were offered for competition between two classes of yachts belonging to any Royal Yacht Club. Seven of the first class, and four of the second started, and from the size of the vessels, averaging from 65 to 27 tons, it was a grand sight to see them underway with every stitch of their snowy canvas inviting the light breeze that was blowing to increase its fury, but in vain, Old Boreas, the lubber would not wake up, although divers nautical mysteries were invoked. The want of wind necessitated the respective crews to watch every ripple and current, in order to take every advantage of the chance. Had there been a breeze commensurate with the powers of the competing yachts, this would have been one of the most magnificent scenes ever witnessed on the Thames. After a prolonged, yet still pleasing race, the saucy Thought came in *ahead* of her larger sisters of the first class, and received the reward of merit—a magnificent epergne and stand, value 100 sovs. being according to R.T.Y. Club laws entitled thereto, although only entered in the second class. This regulation

is excellent, as it forms a great stimulus to the crews. Osprey came in second, and therefore received the first prize of the second class, and the Chrystabel second prize of first class, and Phantom second prize of second class.

On the anniversary of the great victory June 18th, this Club held another tourney on the Thames, when again two classes started,—and three vessels in each hoisted their canvas to a breeze quite sufficient to test their abilities. After a very pretty race (especially between the small fry) to the Chapman and back to Erith, the Folly received 30 sovs. and Don Juan 10 sovs. In the first class the Eva received 50 sovs. prize, having to take time from the Cyclone which came in about 6m. ahead of her.

On the 3rd of July, the Royal London Yacht Club held its second revel giving prizes of the value of 90 sovs. which was divided between first and second vessels. The Chrystabel, Queen, Eva, and Phantom represented the former; Whisper and Oberon the latter. There was a nice topsail breeze, which enabled the crews to make the most of the powers their yachts possessed. The larger class went round the Nore Light-ship whilst the small rounded a boat off Southend pier. The Phantom in the former gained first prize 50 sovs. on time; Chrystabel receiving second prize 10 sovs. The Oberon received 20 sovs for second class: no second prize being given.

On the 4th of July, the river from Rosherville was the rendezvous of a numerous flotilla of yachts, containing many of the fair and fashionable; besides three or four steamers full of parties who take interest in aquatic sports. It had been some time previous announced that a schooner match would come off, for a grand prize value 100 sovs. given by the Royal Thames Yacht Club. Three vessels appeared at the start, viz: Alarm, Galatea, and Albertine, a new production by Inman. The race was sailed by Ackers' scale. At the start there was half a gale, with every indication of an increase as they proceeded seaward. After getting clear of the town of Gravesend, and more into the open, Alarm appeared like a runaway horse, which taking the bit between its teeth, shoots ahead with lightning speed; she apparently flew through the water, dashing the waves from her prow with frantic haste, and leaving her two competitors far behind, drove on madly to the Mouse Light, which being rounded she met the Albertine and Galatea on the downward course. At this period they were some minutes within the time which the Alarm had to allow. The wind had increased and she appeared to delight in defying the powers of Boreas. The club steamer dare not leave her, or the chances were she would not be in time at the goal off Greenhithe.

It is almost needless to say she won the trophy, and her veteran owner, (who sailed in her) was loudly cheered on his arrival. Captain John Nicholls was as calm as usual, but the merry smile that lit up his bronzed frontispiece spoke plainly the joyousness of his heart.

The second match of the Prince of Wales Yacht Club occurred on the 18th of July for two Silver prizes, one of 20 sovs. presented by Mr. J. S. Adam, the Vice-commodore ; and the other of 10 sovs. by the Club. Vessels averaging from 4 to 9 tons started, but the wind was almost too much for the lesser craft. However after a severe struggle between the Bessie and Why-not in particular, the former was hailed the winner of the first prize, and of course Why-not took the second.

The Ranelagh Yacht Club broke fresh ground for their second and last match, and we must not reckon it an *above bridge* club any longer. On the 1st of August six vessels belonging to the Club started from Woolwich to Rosherville for two Silver cups : one of the value of 15 sovs. was presented by Mr. W. Boggett, and the other of 8 sovs. by the Commodore Mr. F. Talfourd. There was little wind, in fact not sufficient generally for these small craft, averaging from 4 to 9 tons. The Jessica belonging to Mr. Ingram Pick, was the winner of the first, the Giraffe Mr. D. Hatcher, the second.

This closes the yacht club racing on the Thames, and taken as a whole we have never seen one to surpass it. The liberality of the members of these clubs must be a sufficient sign of the interest felt, individually and collectively, in the welfare of our nautical sports.

In former times when we had done with the Thames we could run down the Eastern coast and find regattas,—Harwich could then command a day or two, but now the Royal Harwich Yacht Club is scarcely known to be in existence, and certainly after the promises held out by fresh blood being infused into the management, a regatta this season was anticipated. Such was not to be realized, therefore we can only hope that some attempt will be made next year to resuscitate this once flourishing Club. Our next port is Lowestoft, and here again is a falling off: no inducement is held out for yachts to attend, and however successful the matches between yawls, yet the attendance of the “canvas backs” would give a greater amount of amusement, and induce a larger attendance of spectators by which all the inhabitants would be benefitted. Yarmouth again has no yacht racing (except as at Lowestoft a few of the river boats). Why is this ? It certainly must be to the interest of the town that yachtsmen should attend. This year the two or three that did show their bunting were treated in any but courteous terms,—

and they retired in disgust, vowing never to trust to the Yarmouth promises again.

Great Grimsby has it appears retired from the aquatic world, for never since the season of 1857, when some trifling difference occurred respecting the decision of one prize, has there been any regatta at this place. It is much to be regretted as good sport was generally met with here. Perhaps some of the influential townspeople will endeavour to revive it.

The Royal Yorkshire Yacht Club on the 25th and 26th of July celebrated its annual regatta. The principal match on the first day was contested by Albertine, Rapid, Queen, Amber Witch, and Antagonist. It was a time race, the Queen received the principal cup, value 60 sovs. the Amber Witch, a new yawl by Wanhill. the second prize of 15 sovs. value. The next match for two cups of the value of 20 guineas, and 6 guineas, were won by Undine first, and Fairy second. On the second day Mr. T. Holden gave a cup of the value of 20 guineas, which was won by Amber Witch. The next prize of 10 sovs. was won by the Undine.

The Boston Club had a day's amusement which was confined entirely to the vessels belonging to it. The member for the borough Mr. Malcolm, gave a cup of the value of 30 sovs, which was of great assistance ; and furthermore he has promised to continue that sum annually as long as he is connected with the town.

On the 4th of July and two following days the Royal Mersey Yacht Club, under the guidance of the new Commodore (S. R. Graves, Esq.,) and an excellent practical committee shone forth with more splendour than it had done for years. There was no longer regrets that yachts kept aloof, for each match filled well, and with vessels of great repute. The members must now feel conscious that it only required real energy on the part of the officials to render it once more one of the leading Clubs in the United Kingdom. Last year one solitary match was all that took place between three small yachts, but this season we find 12 of our fastest craft engaged in two matches for prizes of 100 sovs. and 75 sovs. For the first, seven cutters—Audax, North Star, Thought, Lurline, Æolus, Glance and Osprey. For the second, five schooners—Wildflower, Diadem, Cecilia, Amy, and Ierne. The Osprey received the 100 sov. prize, and the Diadem the 75 sov. prize. This was one of the most brilliant affairs that ever came off in the Mersey. On the 5th Her Majesty's Cup value 100 sovs. (one of the finest specimens of art that has been produced, an engraving of which we intended to present to our readers, but the *photo*' sent was so imperfect we could not copy it.) For this no less than eighteen yachts entered, but only eight started.

The contest was severe, and the Thought and Æolus were the headmost (as placed) at the finish, but unfortunately they did not arrive until after the stipulated hour (9h. p.m.) consequently the Thought was debarred from receiving the reward she was so justly entitled to by beating her larger opponents. Therefore on the following day it was again sailed when the Æolus came in considerably ahead of Thought, and received the prize. The cup of 25 sovs. was won by the Vision, beating Bijou, Haidee, and Ethel. Without exception this was the best regatta ever known on the Mersey, and we may hope its only a forerunner of the future prosperity of the Royal Mersey Yacht Club.

The Royal Northern Yacht Club regatta was held on the 9th and 10th July, and the purse of 100 sovs. was won by the Chance, beating the Anita and Ierne. The second race was between five cutters, viz.—Atalanta, Ripple, Banba, Surprise and Swallow. The first named received the prize 30 sovs. Our notice of this race was very short, and we are informed by one gentleman whose yacht was in the race which “sailed badly, being out of trim” that we had done “great injustice to Banba, which was leading well when she twice carried away her bobstay.” We inserted the report as we received it, and can only add we regret it was not more explicit. If yacht owners would only give themselves a little trouble to give us the true proceedings there should be nothing to complain of, as we are perfectly impartial, and our dearest friends could not induce us knowingly to give a wrong statement. Another match was between small vessels, for a purse of 10 sovs. which was won by the Brenda, beating Armada and Azalia. On the second day the Glance, Atalanta, and Æolus started for a prize of 50 sovs. which the former received, both her competitors meeting with accidents. This was followed by a schooner race between Chance, Wildflower, and Rowena, when the former being the only yacht which completed the course received the prize 50 sovs. There was one more race between small yachts for a purse of 7 sovs. this was won by the Lily, beating Edith and Fern.

The Queenstown Yacht Club Regatta came off on the 27th and 28th of June and were commenced with a prize of 100 sovs. for which Osprey, Audax, Sibyl, Avalanche, and Lurline started. This the first named won, beating Audax 10s., in fact so beautifully was the race sailed that between Osprey first, and Sibyl last, only 3m. and 20s. intervened. The prize of 20 sovs. was won by the Zuffa, beating Fairy. On the second day LaTraviata, Echo, Urania and Camilla (America) started for a prize of 70 sovs. which was won by LaTraviata by time. For the 25 sovs. prize the Flirt “walked over.”

The Royal Irish Regatta on the 16th of June brought a large fleet of yachts to Kingstown harbour, most of whom were vessels that had gained a name for speed. The first prize was of the value of 50 guineas open to all yachts. Nine noted craft started, and after an exceeding well handled race the Audax came in 6m. 3s. ahead of Osprey, second vessel. The next race was for 30 sovs. which the Thought won by time. In our general report of this match (p. 402) we should have stated that the Surprise was withdrawn the night previous to the regatta from this and all other matches for which she had entered at Kingstown. The first day's sport closed with a match for 10 sovs. which the Magnet won, beating the cracks Virago, Dove, Bijou, and Ripple. The second day commenced with another 100 sov. prize, for which eight out of the nine that started the previous day contested: the Osprey reversed the order and came 5m. 26s. ahead of Æolus second, and 6m. and 40s. of Audax, third. For the purse of 50 sovs. the Diadem was declared the winner, beating Rowena and Amy. The next race for 30 sovs, was won by Thought beating Coolan, and five others. Throughout the regatta the wind was all that yachtsmen could desire, plenty of it, and from the right points to try the qualities of all.

The Ocean Race, July 19th, this was from Kingtown to Cork, and sixteen yachts of all rigs started from the former place at 11h. a.m. with a light S.S.E. wind, and the sea smooth. The wind of the previous days being entirely exhausted. When off Bray Head the breeze freshened from N.W. which favoured the Osprey especially, and throughout the night she continued to lead, closely followed by Avalanche, until the latter fell into a calm, whilst the Osprey still favoured passed the Royal Cork Yacht Club house at 7h. 35m. p.m. on the 20th, and was declared the winner.

July 23rd, Cork, the oldest Yacht Club in the world threw open its hospitable doors to all yachtsmen who attended this day to celebrate the Annual Regatta—for which ample funds had been provided. The first match was for the Carlisle prize, value 60 sovs.; four yachts started, viz: Æolus, Audax, Pearl and Osprey. Pearl came in a winner only 2m. 22s. ahead of Osprey, no time being allowed for difference of tonnage. The second match was for 45 sovs. time race. Nine started: Avalanche came in first, but having to allow 3m. 50s. to Glance, the latter was declared the winner. Second day,—The first race was for a prize, value 100 sovs. time race. Seven started and the Glance received the prize; although she came in third. The next prize was 50 sovs. for schooner, no time allowed. Four started, and the Viking came in first, beating Galatea, Diadem, and Ella. The third match was for the Carroll Cup.

lenge Cup, value 50 sovs. with 30 sovs. added. This the Lurline won, beating Coolan and Fairy. The last yacht race was a prize of 20 sovs. given by the River Steam Company, between small yachts. This the Fawn won by some minutes.

The Royal Western Yacht Club, (Plymouth) commenced its regatta on the 20th of August, which is held in connexion with the Town Regatta. The first race was for two prizes, and four schooners started. After a sharp contest the Albertine came in first, followed by Zouave, and Mistletoe, Being a time race the Zouave received 80 sovs. and Albertine 20. The next yacht race was for the Town Plate, value 60 sovs. for which only the Audax and Phantom started. The prize was awarded to the Audax (see p. 416). There was some rather discreditable proposition made to the winner previous to starting, which we had hoped to have seen denied, but as such has not been done we fear it is too true. The Tradesman's Plate of 25 sovs. was won by the Folly, beating Souvenir and Scud. The cup given by Mr. Pearse, (Royal Hotel) value 10 guineas, was won by Ida beating Enigma. Second day, the Queen's Cup, value 100 sovs. was contested by Albertine, and Mistletoe (schooners) Annie, (bermudian) Audax and Arrow (cutters.) In our account (p. 416) we have inadvertently styled all the above schooners. The Arrow and Audax soon singled themselves out from the ruck, with the Albertine in attendance, the Arrow in the second round having lost the breeze, but the others retained it: the Audax came in a winner. The Ladies' Plate, value 15 guineas was won by the Ida; and the 10 sov. prize for small yachts by the Gem.

The Royal Victoria Yacht Club commenced its regatta on Aug. 13th, when the Arrow, Thought, Chrystabel, and Audax started, the former wining the first prize 50 sovs. and Chrystabel 10 sovs. The second day Thought won the 50 sovs. and Chrystabel received 10 sovs. by time. The schooner match was between Aline, Le Reve, and Evangline, when Aline won 50 sovs., and Le Reve 10 sovs. This regatta was not so successful as its supporters desired, owing to some hitch respecting the allowance of time.

(*To be continued.*)

Note.—In the following tables the yachts whose names are in *italics* came in first, but owing to allowance of time, did not receive the prizes.

Regattas and Matches.	Date.	Winning Yacht.	Rig.	Tons.	Owners.	Value.	Starting Yachts.
R. Y. SQUADRON	Aug.	Alarm	sch	248	J. Weld, Esq.	100	America (Challenge) private match
	6	Arrow	cut	102	T. Chamberlayne, Esq.	100	(P.C. Cup) Osprey, Brunette
	8	Alarm	sch	248	J. Weld, Esq.	100	(H.M. Cup) Aline, Galley of Lorn, Albertine
	9	Chrystabel	cut	48	H. H. Kennard, Esq.	100	Enid, Phasma
ROYAL CORK	July 23	Pearl	cut	164	A. Cox, Esq.	60	Osprey, Eolus, Andax
		Glance	cut	35	A. Duncan, Esq.	45	Avalanche Lurline, Secret, Thought, Stella, Sibyl, Coolan
	24	Glance	cut	35	A. Duncan, Esq.	100	Osprey, Andax, Secret, Avalanche, Eolus, Sibyl,
		Viking	sch	120	Sir A. Stirling,	50	Galatea, Diadem, Ella
		Lurline	cut	41	J. C. Atkins, Esq.	80	Including Chal Cup—Coolan, Emette
		Fawn	cut	13	F. Holmes, Esq.	20	Zuffa, Fairy, Pembroke, Aline
ROYAL IRISH	July 16	Andax	cut	59	J. H. Johnson, Esq.	250	Osprey, Enid, Glance, Avalanche, Eolus, Chance, Rowena, Sibyl
		Thought	cut	27	F. O. Marshall, Esq.	32	Lurline, Phasma, Coolan, Storm, Secret
		Magnet	cut	12	E. J. Bolton, Esq.	10	Virago, Dove, Ripple, Bijou
	17	Osprey	cut	59	Col. R. W. Huey	100	Eolus, Andax, Enid, Sibyl, Lurline, Avalanche, Secret, Glance
		Diadem	sch	118	J. W. Cannon, Esq.	50	Rowena, Amy, Chance
		Thought	cut	27	F. O. Marshall, Esq.	30	Coolan, Fingal, Ripple, Bijou, Atalanta, Vivid
OCEAN RACE	July 19	Osprey	cut	59	Col. R. W. Huey	50	Avalanche, Phasma, Lurline, and 12 others
ROYAL LONDON	June 1	Giraffe	cut	6	D. Hatcher, Esq.	15	Lancet, Weepet
		Lancet	slp	4	J. D. Delany, Esq.	5	Second prize
		Why not	cut	8	J. C. Gray, Esq.	20	Bessie, Violet
		Violet	cut	9	Lord De Ros	5	Second prize
	3	Phantom	cut	27	S. Lane, Esq.	50	Chrystabel, Queen, Eva
		Chrystabel	cut	48	H. H. Kennard, Esq.	10	Second prize
		Oberon	cut	20	J. D. Hewitt, Esq.	20	Whisper

Regatta and Matches.	Date.	Winning Yachts.	Rig.	Tonn.	Owners.	Value. L.	Starting Yachts.
ROYAL MERSEY.....	July	4 Diadem.....	sch	118	J. W. Cannon, Esq.....	75	Amy Wildflower, Cecilia
		5 Osprey.....	cut	62	Col. R. W. Huey.....	100	Audax, Eolus, Glance, Lurline, Thought, North Star
		5 Vision.....	cut	8	C. H. Coddington, Esq.....	25	Bijou, Haldee, Ethel
	July	6 Eolus.....	cut	50	C. T. Couper, Esq.....	100	Thought, Lurline, Osprey, Audax
		9 Chance.....	sch	76	J. Richardson, Esq.....	100	larne, Anita
		10 Atalanta.....	cut	27	M. Arnold, Esq.....	30	Swallow, Bauba, Ripple, Surprise
ROYAL NORTHERN.....	July	10 Brenda.....	cut	9	D. Mc Iver, Esq.....	10	Armada, Atalia
		Glance.....	cut	35	A. Duncan, Esq.....	50	Eolus, Atalanta
		Chance.....	sch	76	J. Richardson, Esq.....	50	Wildflower, Rowena
	July	Lilly.....	cut	5	J. Ure, Esq.....	7	Edith, Fern
		3 Thought.....	cut	27	F. O. Marshall, Esq.....	100	Osprey, Audax, Chrystabel, Phantom, Glance, Marina, Amazon, Phasma, Queen, Glimpse
		Osprey.....	cut	62	Col. R. W. Huey.....	50	First of Second Class
ROYAL THAMES.....	June	Chrystabel.....	cut	48	H. H. Kennard, Esq.....	50	Second of First Class
		Phantom.....	cut	27	S. Lane, Esq.....	20	Second of Second Class
		Eve.....	cut	21	W. R. Gade, Esq.....	50	Cyclone, Oriole
	July	Folly.....	cut	12	W. L. Parry, Esq.....	30	Don Juan, Quiver
		Don Juan.....	cut	11	W. Cooper, Esq.....	10	Second prize
		Alarm.....	sch	248	J. Weld, Esq.....	100	Albertine, Galatea
ROYAL WESTERN..	Aug. 26	Zouave.....	sch	105	R. Arabin, Esq.....	80	Albertine, Mistletoe, Diadem—time race
		Albertine.....	sch	156	Lord Lonsborough.....	20	Second prize
		Audax.....	cut	59	J. H. Johnson, Esq.....	50	Phantom See p. 416.
	Aug. 27	Folly.....	cut	12	W. L. Parry, Esq.....	25	Souvenir, Scud
		Ida.....	cut	10	R. Hoaking, Esq.....	10	Enigma
		Audax.....	cut	59	J. H. Johnson, Esq.....	100	(H. M. Cup.) Albertine, Arrow—gave up
WEYMOUTH.....	Aug. 19	Ida.....	cut	10	R. Hoaking, Esq.....	25	Enigma, Flight
		Gem.....	cut	4	T. Brown, Esq.....	10	
		Chrystabel.....	cut	48	H. H. Kennard, Esq.....	50	Thought, Phasma, Emmet, Whisper
	Aug. 19	Thought.....	cut	27	F. O. Marshall, Esq.....	25	Second prize

Regattas and Matches.	Date.	Winning Yachts.	Rig Tons	Owners.	Value. L	Starting Yachts.
ROYAL VICTORIA.....	Aug. 13	Arrow.....	cut	102 T. Chamberlayne, Esq	50	Chrystabel, Andax, Enid, Thought
	15	Chrystabel.....	cut	48 H. H. Kennard, Esq...	10	Second prize
		Thought.....	cut	27 F. O. Marshall, Esq...	50	Andax, Chrystabel, Wave
		Chrystabel.....	cut	48 H. H. Kennard, Esq...	10	Second prize, (time from Andax)
		Aline.....	sch	216 Capt. Thullusson.....	50	Le-Reve, Evangeline
		Le Reve.....	sch	40 Lieut-col. Evelyn.....	10	Second prize
ROYAL YORKSHIRE.....	July 25	Queen.....	cut	25 Capt. Whitbread.....	60	Albertine, Amber Witch—two races
		Amber Witch.....	yl	51 Capt. Bacon.....	15	Second prize
		Undine.....	cut	8 Capt. Cator.....	21	Fairy, Brunette (2)
		Fairy.....	sch	9 J. Spence, Esq.....	gs	6 Second prize
	26	Amber Witch.....	yl	51 Capt. Bacon.....	21	Rapid, Undine, Antagonist, Pearl, Brunette, Sylph
		Undine.....	cut	8 Capt. Cator.....	10	
QUEENSTOWN.....	June 27	Oaspray.....	cut	59 Col. W. R. Huey.....	100	Andax, Avalanche, Lurline, Sibyl
		Zuffa.....	cut	10 A. Hargraves, Esq.....	20	Fairy
	28	La Traviata.....	cut	85 W. D. Seymour, Esq...	70	Camilla, Urtana, Echo—time race
		Flirt.....	cut	19 H. H. O'Brien, Esq....	25	No competition
RANELAGH.....	May 25	Little Vixen.....	cut	4 J. Gardner, Esq.....	12	Clara, Mayfly,
		Clara.....	cut	7 S. A. Moore, Esq.....	5	Second prize
	Ang. 1	Jessica.....	cut	9 I. Pick, Esq.....	15	Giraffe, Spray, Little Vixen, Rover
		Giraffe.....	cut	6 D. G. Hatcher, Esq....	8	Second prize
GREAT YARMOUTH.....	Aug. 5	Red Rover.....	cut	14 S. Nightingale, Esq....	25	Belvidere, Wanderer, &c.
		Belvidere.....	cut	9 T. M. Read, Esq.....	15	Second prize (on time)
LOWESTOFT.....	Aug. 29	Red Rover.....	cut	14 S. Nightingale, Esq....	20	Rover, Wanderer
		Rover.....	cut	15 T. Palmer, Esq.....	10	Second prize
KENMAREE BAY.....	Aug. 23	Sappho.....	cut	16 H. L. Barton, Esq....	20	Smile, Glimpse, Guinere

Regattas and Matches.	Date.	Winning Yachts.	Rig	Ton	Owners.	Value. L.	Starting Yachts.
PRINCE OF WALES.	May 21	Bessie	cut	10	J. H. Hedge, Esq.	20	Why-not, Violet, Rifleman, Jessie
		Why-not	cut	8	J. C. Gray, Esq.	10	Second prize
	July 18	Bessie	cut	10	J. H. Hedge, Esq.	20	Why-not, Violet, Surprise
		Why-not	cut	8	J. C. Gray, Esq.	10	Second prize
SWANSEA.	Aug. 15	Glance	cut	36	A. Duncan, Esq.	25	Lurline, Blue Belle, Ianthe
	16	Blue Bell	cut	30	S. Padley, Esq.	15	Vesper
		Vesper	cut	16	G. A. Bevan, Esq.	5	Second prize
		Glance	cut	36	A. Duncan, Esq.	40	Lurline
DOVER.	Aug. 27	Audax	cut	59	J. H. Johnson, Esq.	50	Thought, Glance, Eva
		Thought	cut	27	F. O. Marshall, Esq.	10	Second prize
NORFOLK & SUFFOLK.	June 6	Wanderer	cut	14	J. L. Barber, Esq.	10	Belvidere, Bittern, Kestrel, Marguerite
		Vampire	lat	8	-- Everett, Esq.	10	Merlin, Atalanta
		Belvidere	cut	9	T. M. Read, Esq.	10	Bittern, Wanderer, Kestrel, Oberon, Maud, Lady in White
	July 12	Merlin	lat	4	Foster & Hubbard	10	Vampire, Atalanta,
IRISH MODEL.	13	Wanderer	cut	14	J. L. Barber, Esq.	cup.	Enchantress, Belvidere, Vampire, Bittern
		Merlin	lat	4	Foster & Hubbard	ch c.	Enchantress
	Aug. 8	Belvidere	cut	9	T. M. Read, Esq.	10	Wanderer, Red Rover, Bittern
		Wanderer	cut	14	J. L. Barber, Esq.	ch c.	Merlin
		Red Rover	cut	14	S. Nightingale, Esq.	25	Wanderer (match)
	June 15	Banba	cut	24	W. S. Doherty, Esq.	ch c.	Atalanta, Sappho, Magnet, Surprise
	29	Virago	cut	10	J. A. Lyle, Esq.	10	Magnet, Ethel
	July 13	Magnet	cut	12	E. J. Bolton, Esq.	ch c.	Virago, (Ethel, and Dove disabled)
BIRKENHEAD MODEL.		Virago	cut	10	J. A. Lyle, Esq.	2	Second prize
	June 29	Haidee	cut	7	W. Turner, Esq.	21	Vision, (disabled)
	Aug. 31	Vision	cut	7	C. H. Coddington	gal 5	Snake, Enigma
	July 17	Wanderer	cut	14	J. L. Barber, Esq.	10	Rover, Belvidere, Marguerite

Regattas and Matches.	Date.	Winning Yachts.	Reg. Tons.	Owners.	Value. L.	Starting Yachts
WINDERMERE	July 10.	Jilt	ent	7 J. Bridson, Esq.	50	Chal. Cup.— <i>Extravaganza</i> , <i>Mayflower</i> , <i>Meteor</i> , <i>Mosquito</i> , <i>Souvenir</i> , <i>Wave Crest</i> , <i>Zephyr</i> , <i>Gazelle</i> 50 <i>Bird</i> 12 <i>Extravaganza</i> , <i>Jilt</i> and the others above named 10 <i>Jilt</i> 10 <i>Wave Crest</i> , <i>Mayflower</i>
KINSALE	July 29.	Glance	ent	35 J. H. Johnson, Esq.	35	Chal. Cup.— <i>Sibyl</i> , <i>Larline</i> , <i>Secret</i> 15 <i>Black Prophet</i> 20 <i>Bijon</i>
SOMERLEYTON	Aug. 26.	Red Rover	ent	14 S. Nightingale, Esq.	14	<i>Iris</i> , <i>Zoe</i>
WELLS-NEXT-THE-SEA	Aug. 2.	Echo	ent	R. Dawling, Esq.	10	<i>Volante</i> , <i>Cuthbert</i> , <i>Gazelle</i> — <i>Tyrrell</i> , Esq.
LOUGH ALLEN	July 23.	Corsair	ent	16 Capt. B. Holmes	16	<i>Querida</i> , <i>Avenger</i> 8 <i>Hon. R. King</i>
BUTE & CORVALL	Aug. 23.	Violet	sch	20 J. R. Kirby, Esq.	20	Swallow, Harriett, St. Kilda gave up 12 <i>Thetis</i> 7 <i>Lightning</i> , <i>Garibaldi</i>

Yacht's Names	Owners	Times Startd	Times Won	Value L a.	Builders, &c.
Albertine.....	Lord Londesborough...	5	1	20 0	Inman
Æolus.....	C. T. Couper, Esq.....	7	1	100 0	Fyffe
Alarm.....	J. Weld, Esq.....	3	3	300 0	Inman
Aline.....	Capt. Thullusson.....	1	1	50 0	Camper
Arrow.....	T. Chamberlayne, Esq	3	2	150 0	Inman
Avalanta.....	N. Arnold, Esq.....	3	1	50 0	Marshall
Audax.....	J. H. Johnson, Esq....	12	5	282 10	Harvey
Azalia.....	J. Campbell, Esq.....	2	1	12 12	Fyffe
Banba.....	W. L. Doherty, Esq....	2	1	ch. cp.	Marshall
Belvidere.....	T. M. Read, Esq.....	6	3	35 0	Read N. & S. Club
Blue Bell.....	S. Padley, Esq.....	2	1	15 0	Mare
Bessie.....	J. H. Hedge, Esq.....	3	2	30 0	Harvey
Brenba.....	D. McIver, Esq.....	2	1	10 0	Fyffe
Brunette (2).....	R. Sharp, Esq.....	1	1	7 0	Fyffe, jun.
Chance.....	J. Richardson, Esq....	4	2	150 0	Simons
Chrystabel.....	H. H. Kennard, Esq...	6	6	180 0	Aldous
Clara.....	S. A. Moore, Esq.....	1	1	5 0	Burney
Corsair.....	Capt. B. Holmes,	2	1	10 0	Fyffe
Diadem.....	J. W. Cannon, Esq....	4	2	125 0	Wanhill
Don Juan.....	W. Cooper, Esq.....	1	1	10 0	Hatcher
Echo.....	R. Dewing, Esq.....	1	1	7 7	Owner
Eva.....	W. R. Gade, Esq.....	4	1	50 0	Wanhill
Fawn.....	F. Holmes, Esq.....	1	1	20 0	R. Cork Club
Flirt.....	H. H. O'Bryen, Esq....	1	1	25 0	Wheeler
Folly.....	W. L. Parry, Esq.....	2	2	30 0	Payne
Glance ..	A. Duncan, Esq.....	11	6	310 0	Hatcher
Gem.....	T. Brown, Esq.....	1	2	10 0	R. W. Y. C.
Giraffe.....	D. G. Hatcher, Esq....	2	2	23 0	Altrd. by Hatcher
Haldee.....	W. Turner, Esq.....	2	1	21 0	Hatcher
Ida.....	R. Hoskings, Esq.....	1	1	15 15	
Jessica.....	I. Pick, Esq.....	1	1	15 0	Waterman
Jilt.....	J. Bridson, Esq.....	5	3	110 0	Hatcher
Lancet.....	J. D. Delany, Esq.....	1	1	5 0	Sawyer
La Traviata.....	W. D. Seymour, Esq...	1	1	70 0	Blackie
Le Reve.....	Lieut. Col. Evelyn.....	1	1	10 0	Thomas
Lurline.....	J. C. Atkins, Esq.....	11	1	80 0	Wanhill
Lily.....	J. Ure, Esq.....	1	1	7 0	Arbuthnot
Little Vixen.....	J. Gardner, Esq.....	1	1	12 0	Ranelagh Club
Magnet.....	E. J. Bolton, Esq.....	4	2	10 0	and Ch. C. Holden
Meta.....	Hon. R. King.....	1	1	35 0	(Challenge Cup)
Oberon.....	J. D. Hewett, Esq.....	1	1	20 0	Thames Iron Club
Csprey.....	Col. R. W. Huey.....	10	5	400 0	White E. Cowes
Pembroke.....	G. B. Boland, Esq.....	1	1	20 0	Kinsale
Phantom.....	S. Lane, Esq.....	3	2	70 0	Penny
Pearl.....	A. Cox, Esq.....	1	1	60 0	Sainty
Queen.....	Capt. Whitbread.....	3	2	60 0	Wanhill
Red Rover.....	S. Nightingale, Esq...	5	4	80 10	N. & S. Club
Sappho.....	H. L. Barton, Esq.....	1	1	20 0	White, Kingstown
Thought.....	F. O. Marshall, Esq....	8	6	265 0	Hatcher
Undine.....	Capt. Cator.....	2	2	31 0	R. Yorkshire Club
Vampire.....	—Everett, Esq.....	2	1	10 0	N. & S. Club
Vesper.....	G. A. Bevan, Esq.....	1	1	5 0	Wallis
Viking.....	Sir A. Stirling Bart....	1	1	50 0	Ratsey
Violet.....	J. R. Kirby, Esq.....	1	1	20 0	Aldous (schooner)
Violet.....	Lord De Ros.....	3	1	5 0	Aldous
Virago.....	J. A. Lyle, Esq.....	3	2	12 0	Irish Model
Vision.....	C. H. Coddington, Esq	3	2	40 15	Benson
Wanderer.....	J. L. Barber, Esq.....	7	3	20 0	and Trafford ch. c.
Why-not.....	C. J. Gray, Esq.....	2	2	30 0	Hatcher
Zouave.....	R. Arabin, Esq.....	1	1	80 0	Inman
Zuffa.....	A. Hargraves, Esq ...	2	1	20 0	Henessy

SKETCHES OF NAVAL LIFE.*

BY AN OLD SALT.

CHAPTER XV.

As I lay sick and faint on the captain's sofa, returning consciousness by no means seemed to aid my powers of discrimination, for I felt fairly bewildered by what I saw, as I then thought, in a kind of dream.

In the first place there was our awful captain and Bill Williams, the main-topman, shaking hands together as if for dear life; an act, under any circumstance, not very easy of comprehension; and our doctor wiping a lancet and smiling upon me, and the steward holding a basin in which blood was beginning to flow; and then the captain, leaving off shaking hands with Billy, began a string of the most strange apologies to me so much so that I was fairly bewildered; and the doctor, seeing this, told the captain not to speak to me just then, but to wait till I was fully restored to my senses.

Then I fainted away again, it seems; for on my return to consciousness, there was only the doctor and Bill Williams present, and the doctor gave me something to drink, and told me to be quiet and go to sleep; and so I did, after feebly begging that Billy might stay by me, as I felt afraid of something or other, but couldn't exactly tell what. I dozed all that night away, and awoke in the morning much recovered, but very sore, and my head like a big lump of dough, and as if a giant were kneading it into bread with his knuckles. As soon as I was fairly awake, Billy called the captain by his orders; and as he came out of his berth, Williams went on deck, and he came to me and took my hand and tried to say something, but failed; and all was still as death, but his own painful way of breathing, which frightened me, until I felt a hot tear upon my cheek as the captain kissed my forehead and murmured, "My dear boy, can you forgive my violence to you?" I clasped my arms about his neck and kissed him, as if he were my dear mother, and we, yes, *we*, had a jolly good cry together; the strong man's and weak boy's hearts were both full, and would overflow in spite of us. Oh! that tear, how I remember it; what special pleader could urge such claims for pardon, or offer up such an atoning sacrifice as that? The high-man's silent and sorrowing token of repentance for violence done to his poor wee middy. How it made me love him and him me; talk about letting fall marlinspikes indeed: I might have set fire to or scuttled his

* Continued from page 489.

Deal gig, or slept on my watch, or, in short, anything but read the various love letters I had to carry for him to a certain fair lady, and he would have pardoned me without a word. And so, I lay in the cabin that day in a dozey, stupid sort of way; but after another night's sleep I was fit to stir about, and would have gone to my duty again, but the captain would not hear of it, so I remained a sort of cabin passenger, and felt quite as if I liked it too. But, at the end of a week I begged leave to return to my duty, which was granted, and I joined my brother middies as large as life, having become a sort of small hero, from trying to screen Billy at the expense of a fractured skull, although I am in candour bound to state, that had I known what was coming, I should have thought twice before putting myself within the horns of such a dilemma.

I was still excused keeping a night watch, but the next morning found me in the maintop, and hearing all the news since my confinement. First, and best of all, "Bob Bentley" was not found out, although his brother (alias husband) swore he was, and the first lieutenant was usurping his prerogative, for, in short, he was the victim of a very violent and uncalled for fit of jealousy. Next best news was that some daring person or persons unknown had taken one of the maindeck ladders out of its bottom cleats, and, greasing it, had secured it to the stanchion by a chafed ropeyarn, just before the master-at-arms went his rounds, and Old Scratch, on descending to see if all lights were out, was precipitated, ladder and all, on the maindeck, with a force that made his ribs rattle again, and sent him to the sick bay for three days, producing an acerbidity of temper dangerous to boys coming within reach of his rattan. I also had a long yarn with Bill Williams, who seemed out of spirits some way, and who could not help thinking the captain owed him a grudge for snatching me out of his arms, and that he would be sure to "sweat" (a nautical term for punish) him for it some day or other. I ridiculed the idea, and ask Billy if I had not seen them shaking hands together in the cabin, to which Billy assented, adding—"You sees, sir, I gives our skipper full credit for meaning friendly towards a poor feller like me, as only hacted wiolent acause I thought you was dead, but I teared you away from him afore all hands, and called him a murderer on the quarter-deck, and he'll never be able to draw the overhand knots o' that job through his teeth till he's drawed the map of the world on my back with the cat-o'-nine-tails; for besides that, I telled him it was me as let fall the marlinspike, and not you, and I felt as how he thought me a poor twice-laid sneak of a feller for leaving you to take the blame of it!"

Now, as I found Billy was resolute in sticking to this very crude idea, I just dropped the subject altogether, hoping time would prove him wrong,

as I knew our captain was too much of a gentleman to owe him any kind of a grudge for what had passed : so matters went on for another week or ten days in their old jog-trot way, Billy still looking by no means in his former free and easy way, but doing his duty, and being good friends with everybody.

However, shortly after this, Jem Bently said he wanted to speak to me "*pertiklar*," so I asked him to carry up my spyglass to the topmast crosstrees, and, whilst I was pretending to scan the horizon very earnestly, he told me "as how Bill Williams had had a dream, as had told him he was to die in fourteen days, and he had it three nights runnin', and had seen his *own* ghost a standin' by his hammock side, dripping wet, and he believed it, for he'd never touched no grog for three days, and the mess hoped as I'd do summut to put it out of his head."

Well, I knew Billy to be as full of superstition as an egg's full of meat, as the saying is, so I was aware it was no use arguing the matter over with him, and I felt perfectly ashamed of speaking to the first lieutenant about it ; but on looking earnestly at Billy, I found the whole happy expression of his face so changed, that my scruples about being laughed at gave way at once, and I told Mr H— the whole affair, and Billy's fears as to the captain bringing him up with a round turn about me to the bargain. Instead of laughing, Mr H— said he was greatly obliged to me, and asked me to call the doctor, and repeat the whole to him ; I did so, and they both agreed to find out that Billy *was* seriously ill, and that he must forthwith be laid up, and bled and blistered, &c., or, as Mr H— nautically observed, "raked fore and aft." In the meantime, the matter was told the captain, who felt very sorry about it, and after consulting together, the captain, Mr H—, and the doctor agreed to let all stand till the hands were bugled to divisions. When this took place, and Mr H— was passing Williams at his station, he stopped short, looked hard at him, and said "Bless my soul, Williams, what's the matter with you, eh ?"

"Nuthin', sir."

"Nothing, my good fellow, why you are as yellow as a guinea, and gone down in flesh from a sheet anchor to a kedge ; here you boy, ask the doctor to come here, or, no, hold on ; young—, take Williams quietly to the doctor's berth, and he can see him there when divisions are over."

This I accordingly did, and the doctor gave as beautifully unaffected a start on seeing him, as if he had *really* been his own ghost, exclaiming, "Halloa, case of fever, sit down my man, what's your name, eh ?"

"William Billiter."

"Yes, oh aye, I know you ; your nurse, young—, eh ; let me feel

your pulse—quick, quick, velocipedal, *very* ; full, too full, fever, sir, fever ; put out your tongue my man—rabbit's back, ah, furry, *very* ; head, let me feel it—hot, shocking ; throbbing, brain slightly inflamed, congestion *may* ensue ; feet cold, eh, yes, don't answer, my man, I *know* it. Pain across the back, eh, 'umph, certainly : now my good fellow, why the deuce didn't you come to me sooner, eh ?”

“ Please, sir, I didn't know as I was ill, sir, afore you told me, sir.”

“ You didn't know you were ill, my man ; no, certainly not ; when did a willing able seaman like you ever think so till he was dying. Now, my lad, just look here, his Majesty pays me to see when you are ill, and then cure you. Now, sir, look at me, sir, do you mean to say you're not ill, sir, when your mind's deranged, sir ; have you good and quiet sleep, sir, no dreams, eh, speak the truth, sir—visions of the night, eh, ghosts, sir, ghosts ?”

Poor Billy stared at the doctor, and thinking him endowed with second sight, stammered out, “ Please, sir, I owns to the ghost, but not to no wisions as I knows of ; if so, sir, if it come o'bein' ill, sir, you can give me anything you likes, and I'll take it if its kills me.”

“ Very well, my mau, then I'll have you all right, let me see, say in a fortnight from this time, so go to the sick bay, and I'll take a little blood from you to begin with, then a slight and gentle aperient *compositum*, ha, hem, calomel, 15 grains, *cumrhu*, &c., *In desos pilula*—beg pardon, Latin my good fellow, all Greek to you, eh—simply means clear you out.”

With this Willy sneaked off to the sick bay, where he was bled and physicked to any extent, and ordered on no account to go on deck or leave the sick bay for fear of a relapse taking place ; the captain next morning in visiting the sick, being most kind in his enquiries as to how his head was, and if he had slept better, &c. When the official visit was over, I stole down to see my friend Billy and have a chat with him, and most certainly he looked sick enough for anything, but he whispered to me, “ Laws bless you, sir, our doctor for all his skill, ain't no man at the mind arter all, for all his bleedings and physickings couldn't keep the ghost away last night, for I seed it come in with a magazine lantern in its hand, and after looking at all the otther sick men, just like a real loblolly boy, it cum'd and stood over me and said, when it seed my eyes shut, “ The Lord preserve us, what a change !” meaning between me and it, you sees, sir.” This said ghost being nothing but our cadaverous doctor's assistant, a tall, gaunt, Scottish lad, who certainly looked, as our purser said, “ Like a banyan-day put upon short allowance ;” and who went round at midnight to see how the sick were going

on, robed in a dirty white pair of drawers and a shirt, and looking extremely like a very seedy ghost indeed.

The next day Mr. H—— told me to have an eye on Billy, and cheer him up, at the same time causing him to believe in his being sick ; and I then mentioned what he had said about young Macalister, when he laughed, and told that young man to enter the sick bay in half an hour exactly, as he did at midnight ; he then told me to be there, chatting with Billy when he came in, and ask him if that was anything like his ghost of the night before. It was no use ; Billy said "it was a very bad imitation, but very kindly meant, no doubt."

For three days things went on in this way, Billy quite willing to swallow all and everything the doctor gave him, and getting perceptibly thinner and weaker, but quite his own man on every other topic but the ghost, when on comes another gale of wind—such a sneezer ! taking, as the Irish waister said, two men to hould one man's hair on his head ; in short, it was a true, dirty, drizzly strong south-wester, feeding itself with rain, and reducing us, in less than twelve hours, to close-reefed main-topsail and reefed foresail, top-gallant masts struck, and yards on deck. Within the next twelve we were reduced to an after-storm staysail, with main-topsail and foresail both furled, the sea rising every minute, and gaining extra force and magnitude, the sky a mass of mud-like sleet, and every wave coming at us like a hungry shark, tearing up to the fine old ship like hungry wolves on a stag at bay, and she, bless her heart of oak, rising above each furious onset, and shaking her feathers like a startled swan.

Up to this time we had shipped but little water comparatively speaking ; but at noon this day most tremendous rain came on, which lasted till nearly three o'clock, the wind abating and less sea on, when like a clap of thunder, the wind came tearing down on us at *north-west* with the force of a million giants ; our storm staysail was torn from the bolt ropes like a spider's web, and the good ship lying without way on her like a log on the water, heeled over, till her lee bulwarks and yard-arms were afloat, and "Hoist the fore-staysail!" was the cry, and "Hard up with the helm, and square the afteryards!"

Up went the staysail, the next moment seeing its fragments scattered on the winds far into black obscurity—"Hands loose foresail!" "Stand by to square the foreyard!" "Down fore-tack, and aft sheet." The sail is loosed, flies in one volume of distended canvas high above the yard, one moment colapses on the heads of the poor fellows still upon the yard, and the next sees two of them thrown mangled on deck, the good sail in ribbons, and the tack and sheet roused down and aft to hold

nothing but the roping which had lately bound it; but even this small surface, opposed to the increasing fury of the wind, sufficed; the good ship moved, she lifted, she rallied to windward, she turned her head in anger from the gale—speaking nautically, she pays off, she gathers way, she's forging ahead—"Ease your helm a little!" "Steady, do you hear? steady, so!" "Meet her the other way!"—off she goes—"Hands, loose main-topsail!" "Away aloft, my hearties!" "Man well your sheets!" "Hold on your clewlines and buntlines till you get the word!" "Now, then, lay off the yard, let fall, ease off, and sheet home!"

OUR YACHTING SYSTEM.

MR. EDITOR.—We have now arrived at a period in the annals of yachting, when the grandest and most exciting of British sports may be said to be approaching the climax of perfection. We have at the present time the finest fleet of yachts in our royal and other yacht clubs that this country ever saw, and such as no other country in the world can produce; our yachtsmen are as hardy and adventurous as the Vikings of old, and as the sun is stated never to set upon the meteor flag of England, the same with equal truth may be said of the white, blue and red burgees of her pleasure navy; the literature of the day is every now and then added to and adorned by the contributions of our roving cruisers and adventures in the Arctic regions, explorations in the Tropics, cruises in the Northern and Southern Oceans, warlike demonstrations in the Mediterranean, and well and hardily sailed ocean races take the place of mere accounts of cruising about the Wight, basking in the Solent Sea, or the erstwhile exciting topic of a run to Cherbourg. Our annual regattas round the coast are yearly increasing in number, and the value of the prizes offered tend to show that the great national predilection of Englishmen for the sea is rapidly increasing to an extent perhaps never anticipated.

The improvements made in our yachting architecture of late years is quite astonishing, and to see one of the tubs of yore alongside a modern racing clipper, suggests the comparison between the old coaching days and these of railways; whilst the introduction of steam into our yachting marine gives evidence that the requirements of pleasure are keeping pace with the age we live in. I have said that the sport of yachting is approaching the climax of perfection, but the attainment of that perfection, will yet be delayed unless measures are taken to ensure a perfect system of management for our pleasure navy, that in this year of grace one thousand eight hundred and sixty-one we are sadly deficient in; it

Regattas and Matches.	Date.	Winning Yachts.	Reg. Tons	Owners.	Value. L	Starting Yachts.
ROYAL VICTORIA...	Aug. 13	Arrow.....	cut	102 T. Chamberlayne, Esq.	50	Chrystabel, Audax, Enid, Thought
	15	Chrystabel.....	cut	48 H. H. Kennard, Esq.	10	Second prize
		Thought.....	cut	27 E. O. Marshall, Esq.	50	Audax, Chrystabel, Wave
		Chrystabel.....	cut	48 H. H. Kennard, Esq.	10	Second prize, (time from Audax)
		Aline.....	sch	216 Capt. Thullusson.....	50	Le-Reve, Evangeline
		Le Reve.....	sch	40 Lieut-col. Evelyn.....	10	Second prize
ROYAL YORKSHIRE.	July 25	Queen.....	cut	25 Capt. Whitbread.....	60	Albertine, Amber Witch—two races
		Amber Witch.....	yl	51 Capt. Bacon.....	15	Second prize
		Undine.....	cut	8 Capt. Cator.....	21	Fairy, Brunette (2)
		Fairy.....	sch	9 J. Spence, Esq.....	25	Second prize
	26	Amber Witch.....	yl	51 Capt. Bacon.....	21	Rapid, Undine, Antagonist, Pearl, Brunette, Sylph
		Undine.....	cut	8 Capt. Cator.....	10	
QUEENSTOWN	June 27	Osprey.....	cut	59 Col. W. R. Huey.....	100	Audax, Avalanche, Lurline, Sibyl
		Zuffa.....	cut	10 A. Hargraves, Esq.....	20	Fairy
	28	La Traviata.....	cut	85 W. D. Seymour, Esq.	70	Comilla, Uriana, Echo—time race
		Flirt.....	cut	19 H. H. O'Brien, Esq.....	25	No competition
RANELAGH	May 25	Little Vixen.....	cut	4 J. Gardner, Esq.....	12	Clara, Mayfly,
		Clara.....	cut	7 S. A. Moore, Esq.....	5	Second prize
	Aug. 1	Jessica.....	cut	9 I. Pick, Esq.....	15	Giraffe, Spray, Little Vixen, Rover
		Giraffe.....	cut	6 D. G. Hatcher, Esq.....	8	Second prize
GREAT YARMOUTH.	Aug. 6	Red Rover.....	cut	14 S. Nightingale, Esq.....	25	Belvidere, Wanderer, &c.
		Belvidere.....	cut	9 T. M. Read, Esq.....	15	Second prize (on time)
LOWESTOFT	Aug. 29	Red Rover.....	cut	14 S. Nightingale, Esq.....	20	Rover, Wanderer
		Rover.....	cut	15 T. Palmer, Esq.....	10	Second prize
KENMARE BAY	Aug. 28	Sappho.....	cut	16 H. L. Barton, Esq.....	20	Smile, Glimpse, Guluare

Regattas and Matches.	Date.	Winning Yachts.	Rig	Ton	Owners.	Value. L.	Starting Yachts.
PRINCE OF WALES.	May 21	Beattie	cut	10	J. H. Hedge, Esq.	20	Why-not, Violet, Riflemen, Jessie
		Why-not	cut	8	J. C. Gray, Esq.	10	Second prize
	July 18	Beattie	cut	10	J. H. Hedge, Esq.	20	Why-not, Violet, Surprise
		Why-not	cut	8	J. C. Gray, Esq.	10	Second prize
SWANSEA.	Aug. 15	Glance	cut	36	A. Duncan, Esq.	25	Lurline, Blue Belle, Ianthe
	16	Blue Bell	cut	30	S. Padley, Esq.	15	Vesper
		Vesper	cut	16	G. A. Bevan, Esq.	5	Second prize
		Glance	cut	36	A. Duncan, Esq.	40	Lurline
DOVER.	Aug. 27	Audax	cut	59	J. H. Johnson, Esq.	50	Thought, Glance, Eva
		Thought	cut	27	F. O. Marshall, Esq.	10	Second prize
NORFOLK & SUFFOLK.	June 6	Wanderer	cut	14	J. L. Barber, Esq.	10	Belvidere, Bittern, Kestrel, Marguerite
		Vampire	lat	8	Everett, Esq.	10	Merlin, Atalanta
		Belvidere	cut	9	T. M. Read, Esq.	10	Bittern, Wanderer, Kestrel, Oberon, Maud, Lady in White
	July 12	Merlin	lat	4	Foster & Hubbard	10	Vampire, Atalanta,
	13	Wanderer	cut	14	J. L. Barber, Esq.	cup.	Enchantress, Belvidere, Vampire, Bittern
		Merlin	lat	4	Foster & Hubbard	ch c.	Enchantress
	Aug. 8	Belvidere	cut	9	T. M. Read, Esq.	10	Wanderer, Red Rover, Bittern
		Wanderer	cut	14	J. L. Barber, Esq.	ch c.	Merlin
IRISH MODEL.		Red Rover	cut	14	S. Nightingale, Esq.	25	Wanderer (match)
	June 15	Banba	cut	24	W. S. Doherty, Esq.	ch c.	Atalanta, Sappho, Magnet, Surprise
	29	Virago	cut	10	J. A. Lyle, Esq.	10	Magnet, Ethel
	July 13	Magnet	cut	12	E. J. Bolton, Esq.	ch c.	Virago, (Ethel, and Dove disabled)
BIRKENHEAD MODEL.		Virago	cut	10	J. A. Lyle, Esq.	2	Second prize
	June 29	Haldee	cut	7	W. Turner, Esq.	21	Vision, (disabled)
	Aug. 31	Vision	cut	7	C. H. Coddington	gs 16	Snake, Enigma
	July 17	Wanderer	cut	14	J. L. Barber, Esq.	10	Rover, Belvidere, Marguerite

yacht building ; the prices of cast and pig ballast ; of copper sheeting, nails, and rod ; of lead—cast and pig, of shot ; of spars ; of canvas ; rope, both hemp and wire ; boats per foot ; chain cables, hawsers, and anchors, and of the prices per ton charged by the various builders. By this means we should have a standard whereby to check our little accounts, and if things were found to be obtainable better and more reasonable in one locality than another, let builders and yachtsmen have the benefit of the knowledge.

The manning of our yacht fleet is a branch of my subject, that as regards the interests of both men and masters, requires the serious consideration of yachtsmen. We have now as far as I can gather, between five and six thousand men annually employed in the yacht fleet of Great Britain, and so far as the rules and regulations of our Royal Yacht Clubs go, a yacht owner is oftentimes in a maze as to how he is to deal with his crew as a body, or sometimes in very trying and vexatious instances, individually. In the first place there is no rule that can be appealed to for the adjustment of wages, one man may pay his foremast hands 24 shillings a week, and another may state 12 to be his maximum ; some may be inclined to say this is all a matter of taste, let every man pay what wages he likes, and suit himself accordingly ; very true—but then such an argument cuts both ways, a very wealthy yachtsman may choose to pay treble the amount of wages—and then the crews of his more economical brethren of the wave will begin to growl, and anathematise the blessed hookers they are employed in, as is very often the case at present ; and during regatta times a dead set appears to be made on unfortunate racing yachtsmen, in the shape of extra men's wages, and pilots. Now I think the scriptural adage "the labourer is worthy of his hire" is a truism no reasonable man will be disposed to deny, and why should Tom Barnes get 10 shillings a week more than Jack Brown, because he happens to be in my Lord Tomnoddy's, or Sir Barnaby Jinka, or Mr. Nokes or Mr. Styles—the millionaire's yacht ; there is not more work to be done in any one vessel by a foremast Jack than another ; therefore let us by all means, and in a spirit of fair play, between men and owners have a regular scale of wages, determined upon by the Yacht Clubs, and the remuneration for occasional services,—such as spare hands during races, pilots, or assisting in distress, reduced to a system, so that a yachtsman may be able to calculate somewhat with certainty the expenses that are before him, and not as now laid open to the designs and cupidity of a set of land-sharks,—not regular yacht sailors,—that prowl about many of our yachting stations.

I would suggest in settling this scale of wages, that in connection with

it the yacht club committees might organize a fund to be supported by yacht owners and the clubs, for giving deserving masters, mates and men, who have served in yachts long and faithfully, assistance when sick or disabled, good service pensions to comfort their old age, and generally to make some provision that will make the Yacht Service worthy of being looked after by first-rate seamen: there are many in it now, but except through the generosity of a kind and thoughtful master, poor Jack of the pleasure navy has little to look to for himself or his little ones when his step becomes less firm, his eye less quick, or his arm weak and slow. Let the numerous Royal Yacht Clubs now extant, and the many yachtsmen that belong to them, get up a little Greenwich of their own, it is sadly wanted, and will well repay the cost. We should not forget the hardy fellows that minister willingly to our pleasures, and none are more deserving of being worthily remembered than the well conducted yachtmen.

With respect to a class of yacht sailors, the reverse of those in whose behalf, I have pleaded, namely such men as leave their yachts without notice, very often when the prospect of a better berth for a week or two offers; are guilty of drunkenness, insubordination, making away with their clothing, &c., some stringent rules are sadly required. At present in many clubs a sailors' book is kept, wherein such defaulters names are set forth, with various ornamental addenda in the shape of crosses, &c., according to the enormity of their offences; but in the face of all these register books and their crosses, I have known many instances where some of the most arrant scoundrels were taken on board yachts, (it being well known that they were in the black lists of clubs,) and petted and made much of, and that too alongside of the very vessels, and in the presence of the owners these fellows had grossly insulted. The good taste of such proceedings may no doubt be questioned, but as we do not meet with admirable "Crichtons" quite as numerous as blackberries, I would certainly prevent the necessity of questioning such a good taste at all, by having a rule that any yacht owner employing such *mauvais sujets* should contribute to the amusement of the lovers of aquatics by a good round fine payable to the regatta fund.

I now come to the *vexata quæstio* of our yachting community, that of shifting ballast; is this point never to be settled? are we still to go on perpetuating one of the greatest banes to all true yachting; Mr. Hunt—Mr. Hunt—oh great Mr. Yachting Hunt assist us; in the words of the "ould mumber of Irish renown" agitate—agitate—agitate!—and lay your axe to the root of this Upas tree of yachting. What are our regatta committees about? is there a fair proportion of elderly gentlemen sitting

at these boards? or must we come to the conclusion that elderly ladies have taken to legislate upon yachting. The Royal Thames Yacht Club have taken a clear common sense view of the case and abolished the nuisance in their matches; the Royal Mersey have followed suit; what are the remaining clubs doing: shall we still have another and another season that this evil will be yet rampant! What has been the cause of so many vessels overdone in spars and canvas, of their hulls becoming strained and leaky as old baskets?—shifting ballast. What prevents the full entries that we should see for valuable prizes round our coasts, because ballast shifters are known to be in the list, and the hardy cruising yachtsmen will not go against vessels that are cheated along with piles of shot bags: it is a hard word to use, good Mr Editor, but I cannot find any more applicable. Let all regatta committees set their faces against it, and the man that practises it be shut out from competing for prizes, then, and not until then, shall we have full entries, truly exciting sport, and well and properly built racing vessels; yachts that a man can go a cruise in without constantly having his trysail bent and his pump gear rigged, and when the fatigues of a racing day are over he can go below and enjoy himself as a gentleman ought, and not with everything at sixes and sevens,—sails trampled upon and cut, lockers burst out and fancy wood work torn to pieces; crockeryware and glass smashed, and a universal saturnalia of everything that is disagreeable. Now-a-days instead of a man enjoying himself in his racing yacht, as he would in his house, he has to betake himself to an expensive hotel, and surrender her into the hands of his crew, to dismantle below and tear her to pieces; then the piles of shot bags make their appearance, and great beams are laid across the cabin floors to prevent the lockers being burst out, and the chance of the vessel being capsized should the pile of shot heaped to windward fetch way and tumble to leeward; and then to watch the mortal throes of the poor little ship whilst her constitution is being ruined, and her comely appearance destroyed; the plump rounded beauty of her copper distorted into wrinkles; the fair symmetry of her sides seamed into a mass of strained planks, her sails twisted out of shape, and her goodly spars sprung; and all because there exists an insane longing to carry a loftier sail, or a longer top-sail yard, or a more swaggering gaff, than any other more respectable staid going steady paced lady that glides along over the sea lightly and buoyantly, keeping her crew and her owner dry and comfortable, instead of ploughing into and through the raging surf, wetting all hands to the skin, and presenting altogether a nasty damp unwholesome appearance, reminding one strongly of a compulsory course of hydropathic treatment for a description of sea lunacy.

This we call sailing, and the achievement of a triumph in Naval Architecture, when we get a small hull staggering under a mountain of canvas; but I should like to see the hulls of these ballast shifters closely examined and tested; how many of them would be pronounced safe or serviceable vessels after one or two seasons racing? and whether the lines they were originally built upon can be fairly traced over again? I should also wish to learn the true sentiments of their owners, as to how they would like to be caught out in heavy weather in them, or whether their *forte* is merely cruising or cup hunting.

It is not true yachting, the building of shadowy hulls to win a few Silver Cups, let our yachting system and the rules that govern it be such as to encourage the building and sailing of good, sound, wholesome sea boats, that shall be indebted for their ability and seaworthiness to their shape alone, and not to the adventitious aid of some five or six tons of shot bags. We should have had as equally fast and more able vessels afloat now had shifting ballast been done away with long since, and many protests and vexatious discussions amongst yachtsmen put an end to : it is to be hoped that the subject of the total abolition of shifting ballast will be well ventilated this winter, and some universal determination arrived at upon it before another season is upon us.

After the "shot bags" have been disposed of, our yachting Solomons must turn their attention to the allowance of time for tonnage ; for at present it is an anomaly that would puzzle Socrates and Plato themselves: at one station we are allowed half minute time, at the next quarter minute time ; another club gives us Ackers' scale, a fourth gives a graduated scale of their own invention, whilst a fifth measures the number of feet in length on deck, and to cap all a sixth allows no time at all. Yachtsmen as a rule are liberally educated, well informed men; many of them highly scientific and variously accomplished. Surely this evil of time allowance has had long reign, and it is time that it was put an end to ; we cannot possibly all be so indolent as not to put our brains together and devise some one rule that shall universally apply. The late Mr. Philip Marett appears to have had a good practical idea upon the subject, but he was taken away from us before he had time to reconsider his system and improve upon it ; he grappled and correctly with the relative motive power of different vessels in order to equalize them: had he been spared no doubt his clear brain and sound intellect would have combined with the motive power the relative sizes of the bodies to be moved; and that this will be the final and just solution of the question of allowance of time for tonnage I have every reason to think. One great stumbling block in arranging the details of such a system, is the

almost total absence of data to go upon as to the performances of celebrated vessels, and the amount of canvas they carried.

I must sum up this rather too lengthy paper by a final allusion to the admeasurement of vessels for racing purposes, the various systems are nearly as numerous as those governing the allowance of time ; it must be looked to in connexion with the other matters I have alluded to, and should you give me any more space upon a future occasion, there are some other equally important items of our yachting system that I should like to have my say about.

Isle of Wight.

HUGH McLEOD.

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

A MEETING of this Institution was held on November 7th, at its house, John-street, Adelphi; Captain Sir Edward Perrott, Bart., vice-president, in the chair. There were also present Admiral Gordon, Captain Washington, R.N., hydrographer of the Admiralty; James Peake, Esq., master shipwright of her Majesty's Dockyard, Devonport; Admiral Bullock, Colonel Palmer, and Captain De St. Croix.

The meeting expressed much commiseration for the families of the two poor men who lost their lives by the wrecking, or breaking up of the Scarborough life-boat against the sea-wall. The Institution made a liberal gratuity to their families, and also a reward to the life-boat crew. The benevolent donor of the wrecked boat has also given a very liberal contribution to the two poor men's families. The meeting expressed deep sympathy for the relatives of Lord C. Beauclerk, W. Tindall, Esq., and Mr. Hiles, who so nobly perished while attempting to save the lives of their fellow creatures on the occasion. The cause of this sad disaster may be thus briefly stated. It appeared that on the 2nd inst., the schooner Copeland, of Shields, was observed, during a terrific gale of wind, to come on shore opposite the Spa Promenade. The new life-boat of the National Institution, immediately put off to the rescue of the crew. Her route was along a line of coast where the sea was breaking furiously. The gallant crew pulled through the tremendous surf, in which the life-boat appeared to behave nobly, until they had arrived within a few yards of the stranded vessel. Here the rebound of the surf from the sea-wall lifted the craft about in a fearful manner. Two of her crew were thus washed out and drowned, and the boat being now short-handed, became a perfect prey to the seas, which flung her repeatedly, with terrific violence against the sea-wall. Lord C. Beauclerk and W. Tindall, Esq., and several other gallant men, rushed to the rescue of the boat's crew, but unfortunately his lordship and Mr. Tindall perished in their noble exertions.

James Woodall, Esq., of Scarborough, states "that it was not possible for anything to be more triumphant than the result of the fearful ordeal on Saturday last. The coxswain and crew cannot find words to express their

satisfaction and confidence in the great qualities of the life-boat. She did not upset, and the crew believe she cannot be upset (except by mechanical power). She emptied herself after every sea, and in all other respects she exceeded their most sanguine hopes." The Institution decided on presenting a memorial silver medal to the families of the late Lord C. Beauclerk, Mr. Tindall and Mr. Hiles, as a permanent mark of its sympathy for them. Considering that the National Institution has now about 120 life-boats under its charge, disasters will occasionally happen under the best management in such a fleet. The society has accordingly two or three life-boats always ready to meet any emergency, and it was reported yesterday that it had already replaced the wrecked Scarborough boat by a powerful one. Mrs. Cockroft, of Scarborough, had generously promised to pay the cost of the new boat. The silver medal of the Institution was also ordered to be presented to Mr. Q. Sarony, Mr. M. Hicks and Mr. I. Rutter, who so nobly exerted themselves in endeavouring to save the lives of Lord C. Beauclerk, Mr. Tindall, and others, on the lamentable occasion.

A reward of 6*l.* 10*s.* was voted to the crew of the Seaton Carew life-boat which belongs to the Royal National Life-boat Institution, for rescuing five of the crew of the barque Robert Watson, of Sunderland, which was stranded about three-quarters of a mile to the southward of Seaton, during a heavy gale of wind on the 2nd instant. This valuable lifeboat, which was the gift of William M'Kerrell, Esq., to the society, has already saved 28 persons from different wrecks.

A reward of 12*l.* was also granted to the crew of the Yarmouth surf life-boat, belonging to the Institution, for putting off and rescuing ten persons from the smack Adventure, of Harwich, which, during a terrific gale of wind, had been wrecked on the North Sand, on the 3rd ult. Her perilous position having been observed, the life-boat immediately proceeded to her rescue, and amidst the greatest danger, succeeded in snatching ten poor fellows from an inevitable death. It was stated that this was one of the most gallant services ever performed by this life-boat. Inspecting-commander Warren, R.N., and Mr. Pitts, chief officer of the coast guard, went off in the life-boat on the occasion.

A reward of 6*l.* 10*s.* was likewise voted to the crew of the Institution's life-boat, stationed at Bacton, Norfolk, for putting off to the assistance of the schooner Skylark, of Folkstone, which was seen on the 28ult. during stormy weather and a heavy swell in Bacton offing, with her foremast gone, and in a perfectly disabled state. The coxswain of the life-boat, who had been on the look out, immediately mustered his crew. The boat was quickly launched, and was steadily rowed through the surf to the vessel, which she soon reached, and found to be rapidly drifting on a lee shore. Fortunately the assistance of a steam tug was also made available on the occasion, and the tug, in conjunction with the life-boat, was the means of ultimately bringing in safety the schooner and her crew to Yarmouth. The men had during the night fully intended to abandon their vessel, but the sea was too heavy to permit them to take their boat.

The Lowestoft life-boat, which is also in connexion with the society, was instrumental on the 2nd instant, during a heavy gale of wind, in bringing safely into harbour the disabled schooner *Fly*, of Whitby, and her crew of four hands. About ten o'clock the vessel's signals of distress were seen in the direction of the East Point, when the life-boat, manned by Captain Joachim, R.N., and her gallant crew, was immediately got out and launched through a tremendous surf. Standing to the northward, they discovered the vessel by her repeating her signals of distress, and having hailed her found the crew were not able to keep her afloat. They then closed with her, and threw nine or ten on board, which enabled them to slip her cable and run for the harbour. Captain Joachim, R.N., had received the silver medal and second service clasp of the Life-boat Institution for his previous gallant services in the life-boat.

A reward of 6*l.* 10*s.* was also voted to the crew of the life-boat of the society, stationed at Bridlington, for putting off and rescuing the crew of four men of the schooner *Friends*, of Lynn, which, during a terrific gale of wind, was stranded off Bridlington on Saturday last. This valuable life-boat has been the means of rescuing a large number of shipwrecked persons from a watery grave.

A reward of 4*l.* was likewise given to the crew of the Institution's life-boat stationed at Banff, for putting off and rescuing the crew of six men from the schooner *Auchincruive*, of Grangemouth, which was observed to become unmanageable during a violent gale of wind on the 1st instant. The schooner soon afterwards became a total wreck, and without the assistance of the life-boat her crew must have perished. This valuable life-boat was the gift to the National Life-boat Institution of Messrs. Macfie and Sons, of Liverpool, and verily their munificence has already had its reward.

A reward of 6*l.* 10*s.* was likewise voted to the crew of the Cahore life-boat of the society, for rescuing a poor man who had been cast adrift in a boat from the ship *A.Z.*, of New York, which had stranded on the Blackwater Bank on the 25th ult. The life-boat was proceeding towards the disabled ship, when the crew fortunately observed something like a boat a great distance off on the ocean. They immediately bore down towards it, and fortunately reached the poor fellow just previous to his craft entering the broken water, where he must inevitably have been swamped. The gratitude of the poor man for his providential rescue nearly overwhelmed him; and the joy of the life-boat's gallant crew was indeed great that they had been, under God, the means of saving him from the fearful doom that was threatening to engulf him.

The life-boats of the Institution have providentially been the means of rescuing 270 shipwrecked persons during the present year alone. Several other rewards were voted to the crews of the Porthcawl, Brighton, Fleetwood and Arklow life-boats of the Institution, for going off with the view of saving life, from different wrecks. It was stated that Miss Burdett Coutts had again munificently promised to pay the cost of the life-boat which the National Institution is about sending to Plymouth. The Institution decided on plac-

ing a new life-boat and transporting carriage at Blakeney, on the Norfolk coast. Life-boats on the plan of those of the society had been sent, during the past month, to the order of the respective governments of the Cape of Good Hope, Spain, and Jersey. It was reported that the town of Ipswich was about setting a noble example to other towns on behalf of the life-boat cause. On Sunday Nov. 10th, a collection on its behalf was made in all the churches and chapels in Ipswich. On the following day a public meeting, attended by the Mayor and some of the nobility of the county, was held in the Town-hall, when the sum of 180*l.* was announced as the result of the collections, in addition to about 200*l.* subscribed by the gentry and inhabitants of the town and county.

Some interesting reports were read from Captain Washington, R.N. on the means for saving life employed at Havre, on the French coast, and also on the life-boats at Boulmer and Alnmouth, and the barometer indications at those stations, and at Amble, on the Northumberland coast, Captain Washington have recently visited Havre and those places.

Payments amounting to 850*l.* having been made on various life-boat establishments, the proceedings terminated.

Death of Edward Moore, Esq.

DEATH has been busy amongst the ranks of our distinguished yachtsmen during the past year, and not a few gallant spirits, whose life-passions were centred in the sea and the noble sport of yachting, have gone to their last long home. It has seldom been our duty to record the demise of any yachtsman more sincerely or deservedly regretted than that of Edward Moore, Esq., who died at his residence, Douglas, Isle of Man, on Tuesday 21st of October, aged 42.

Passionately attached to the sea and its pursuits from early life, and the position of his island home being so favourable to the cultivation of such predilections, Mr. Moore was an experienced and practical yachtsman: possessed of excellent talents, great discrimination, and a rare memory. Upon yachting subjects he was an established authority; it was his favourite topic, and not a vessel of note could be mentioned but he knew by whom she had been built, the date of her launch, what matches she had won, and the circumstances of wind and weather under which she had most distinguished herself. Upon general topics he was equally well informed.

Many southern yachtsmen will remember Mr. Moore more readily under the title by which he was universally known, "The Admiral". Small in stature and of delicate constitution, yet he often gave evidence of hardihood and determination that stamped him as a thorough sailor; and upon all occasions evinced singular personal activity; he had been

engaged in many of the severest matches that have been sailed in the Irish Channel and the Clyde for many years back, and in cruising on the coasts of Ireland, England, and France. His mind was as active as his body, and to the last moment clear and observing: almost his last act when life was fast ebbing was to send a detailed account of the progress of a large schooner yacht building at Douglas for one of his oldest and sincerest friends, thus proving the truth of the adage "the ruling passion strong in death." At all the Regattas held at the Isle of Man he took an active and influential part, and much of their success was due to him.

From amongst many letters that have been addressed to us by distinguished yachtsmen relative to the melancholy event, we will quote an extract from one, which bespeaks the worth of deceased, and indicates the affectionate sincerity with which his loss is lamented; "Our dear, unselfish, thoughtful, kind little friend—the Admiral—has gone from amongst us—all we have left of him now is the memory of his good deeds, and his warm hearted, affectionate, ever active friendship."

Personally we had the pleasure and privilege of a long acquaintance with Mr. Moore, a more honourable, high principled man never existed; he was a thorough yachtsman, a genuine kind friend, and an accomplished gentleman. He was interred in Kirk Braddan old Church-yard on the 25th of October, the funeral cortege was one of the largest and most solemn witnessed in Douglas; high and low appeared to feel that they had lost a true friend, and the expression of grief was as general as it was heartfelt.

Many a wandering yachtsman that visits Douglas will look for, and in vain, the neatly attired, cheerful little gentleman, always ready to render information and assistance to the ocean wanderer, and whose merry tale, quaint anecdote, and cheerful laugh often made the cabin resound.

Peace be to our poor little Admiral. We knew him well,—we ne'er shall look upon his like again!

THE AUDAX CUTTER.—*Foster, Fenchurch Street.*—We have just received an engraving of this yacht, the property of J. H. Johnson, Esq.—the hull is like her and very good, but no man who ever saw the vessel underway would know her by the canvas depicted in this plate. The Audax under canvas is one of the most "varmint" looking racers that ever floated. On the whole it however forms a valuable addition to our yachting gallery.

INDEX TO THE TENTH VOLUME.

- Action, prepare for, 164
 Ada victorious, 468
 Admiralty warrants, 279
 Æolus victorious, 341
 Akin and Rhea, the giant brothers, 58
 Alarm and Camilla, match between, 375
 Alarm victorious, 346, 380, 386
 Aline victorious, 396
 Allan Macdounell, valour of, 57
 Amazon victorious, 275
 Amber Witch victorious, 432, 433
 American cruizer, surrender of, 171
 ———, captain, advice of, 200
 ——— carpenter, drowning of, 261
 Anna Louisa, description of, 216
 Atalanta victorious, 355
 Atlantic, crossing the, 446
 Ariel victorious, 437
 Armadale, visit to, 12
 Arrow victorious, 383, 392
 Artist, the enthusiastic, 13
 Audax victorious, 402, 415, 417, 452
 Australia, the pinus, 193,
 Avalanche victorious, 407
 Azalia victorious, 418
 Ballast, restowing, 51
 Banba victorious, 364
 Barrisdale, departure from, 290
 Barton, Capt., fatal accident to, 56
 Bay of Biscay, in the, 299
 Bear, shooting the, 217
 Belvidere victorious, 460, 463, 466, 501
 Bessie victorious, 274, 307
 Black or double spruce, the, 193
 Blue Bell victorious, 437
 Boat building, new system of, 218, 293
 Bodies, properties of, 235
 Boom, carrying away of, 283
 ———s, new method of making, 286
 Bothies, appearance of, 106
 Bowsprit, altering of, 51
 ———, fitting of the, 238
 Brenba victorious, 355
 Broadside, the mistaken, 165
 Brunette, (2) victorious, 418
 Building, failures in, 99
 Buoyancy, centre of, 103
 Cambridge and Oxford eight-oared race, 230
 Canadensis, the pinus, 193
 Candlewood, properties of, 63
 Canvas, table of widths of, 3, 4, 5, 6
 Captain, the passionate, 41, 165, 443
 ———, interview with, 115
 ———s, yacht, errors of, 104
 Carpenter, yankee, scuttling by the 256
 ———, desperate savage, 259
 Cave, the, legend of, 11
 Chance victorious, 354, 356
 Charter Oak, voyage of the 443
 ———, arrival of, 446
 ———, log of the, 447
 Chase, the, 117
 ——— disagreeable consequences of a, 488
 Chrystabel victorious, 313, 345, 388, 392, 395, 451
 Circumstances, an extraordinary, 349
 Clara victorious, 276, (2nd prize)
 Clippers, the American, 285
 Clothes, illegal claim to, 263
 Collision—Wildfire v. Ruby, 175
 Commander, arrival of, 440
 Common larch, description of, 194
 Corinthian matches, utility of, 198
 Corsair victorious, 459
 Course, difficulty of ascertaining the, 202
 Cowes, arrival at, 79
 Croppies, expected visit of, 66
 Cruise to the Northern Lochs of Scotland, 9, 57, 105
 ——— to Loch Hourn, 249
 ——— of the Chance, 71
 Cutters' main booms, weight of, 284
 ——— masts, proportions of, 145
 ——— smartness in stays, 239
 ——— spars, &c., 151
 Diadem victorious, 334, 405
 Displacement, lateral, 101
 Dockyard, visit to, 77
 ——— doings in, 187
 Don Juan victorious, 315
 Dublin bay, directions for, 245
 Duelling, shocking case of, 67
 ——— reflection on, 68
 Eagle victorious, 510, 512
 Echo victorious, 512
 EDITOR'S LOCKER—
 Channel International Regatta, 327
 On Measurement at Regattas, 48
 On the Wave-line Theory, 139
 Royal Mersey Yacht Club, 94
 Season's Yachting, 93
 Summary of Winning Yachts, 92
 Thames Schooner Matches, 48, 92
 Why should a clipper yacht retire from racing? 412
 Eig, island of, visit to, 11
 Eilean Donan castle, ruins of, 14
 ——— Maree, landing on, 107
 Enemy, first sight of, 166
 Evil, presentiment, of 254
 Ewe island, appearance of, 105
 Fld, the bowsprit, 238

- Fire, the ship on, 300
 Firefly victorious, 457
 Fish, abundance of, 253
 Fishermen, cruelty to, 442
 ———— departure of, 484
 Fishing boat, running down of, 441
 ———— the purchase of, 481
 Flogging, horror of, 262
 Folly victorious, 315, 416
 Forefoot, rounding of, 262
 French, boarded by the, 207
 ———— chasse-marees, chasing the, 69
 ———— frigate, too near to, 204
 ———— revenge of, 70
 ———— man, departure of, 254
 Frigate, congratulations on rejoining the, 358
 Full and Bye, (a song), 500
FINE ARTS—
 Glance and Thought, 327
 Andax, 560
 Gaelic, our skipper's knowledge of, 10
 Gaff-topsail, high peaked, 237
 Gales, the late heavy, 119
 Garibaldi a yachtsman, 229
 Gem victorious, 417
 Ginevra, cruise of the, 426
 Giraffe victorious, 305, 455
 Glance victorious, 356, 411, 436, 437, 456
 Goose-neck fittings, preference for 282
 Gripe, a tendency to, 239
 Guard ship, joining the, 357
 Haidee victorious, 367
 Hamilton Moore, the study of, 203
 Harbour of Tobermorey, anchored in, 112
 Hemlock spruce, the, 193
 Henri Grace de Dieu, date of building the, 129
 Hollow spars, invention of, 284
 Holy well, efficacy of water in, 108
 Hospitality, native, 63
 Hvalfiske point, residing at, 430
 ———— escape from, 431
 Ida victorious, 417
 Irishman, blunder of an, 168
 Itchen, trip to the, 214
 Jibs, method of cutting, 7, 8
 ———— Kipping's improved, 8
 ———— Orr's angulated, 1
 ———— Taylor's plan of constructing, 2
 Jemmy Ducks, confession of, 40
 Jessica victorious, 455
 Joe Marston, sudden appearance of 79
 Kintail, lord of, legend of the, 17
 Kyle Akin, visit to, 58
 La Traviata victorious, 400
 Le Reve victorious, 396
 Lewis, island of, 294
 Life-boat Institution, the National, 46, 218, 277, 320, 368, 514, 556
 ———— services, 89, 132
 Life-boat, management of, 91
 ———— belt, an excellent, 322
 Lieutenant, the surly, 358
 ———— questioned by, 482
 ————'s, the, pretty servant, 487
 Lily victorious, 356
 Lion victorious, 458
 Little Louisa victorious, 458
 ———— Vixen victorious, 276
 Loch Broom, visit to, 62
 ———— Duich, beauty of, 14
 ———— Hourn, cruise to, 249
 ———— beautiful appearance of, 252
 ———— Scavaig, description of, 12
 Load-water-line, the, 102
 Long splice, making a, 39
 Lower mast, proportioning the, 189
 Lurline victorious, 412
 Mabel Harwood, thoughts of, 75
 MacDonnell, legend of, 15
 Machinery, boat building by, 293
 Magnet victorious, 403, 467
 Main-top-chest, convenience of, 442
 ———— boom, careful selection of, 281
 ———— fitting of a, 282
 Maria, boom of the, 286
 Marling-spike, the fall of a, 488
 Mast, wrong position of, 52
 ———— selection of, 231
 ———— the sprung, 191
 ————s, effective system of placing, 99
 ————head, a short, 190
 ————ing schooners, American method of, 146
 Master Cain, dilemma of, 75
 ————at-arms, character of, 439
 Matches, amateur sailing, 197
MEMORANDUM OF CLUB MEETINGS—
 Royal Canadian, 228
 ———— Cork, 180
 ———— London, 95, 135, 180, 225
 ———— Mersey, 184, 180, 229
 ———— Northern, 226
 ———— Southern, 94
 ———— St. George's, 180, 226, 276
 ———— Thames, 95, 189, 221
 ———— Victoria, 227
 ———— Welsh, 227
 Prince of Wales, 95, 135, 183, 228
 Birkenhead Model, 187
 Norfolk and Suffolk, 185
 Ranelagh, 136, 225
 Wellington, 136
 Miranda victorious, 509
 McKimmen, the pilot, 250
 Meat, scarcity of, 62
 Mediterranean, start for the, 245
 Merlin victorious, 461, 462
 Meta cente, the, 163
 ———— victorious, 459
 Middy, intrepid conduct of, 70, 434
 ———— the affrighted, 480

Mortar and rocket lines, experiments with, 177

Myosotis, visit to the, 160

——— guests on board, 245

Naimh Fhraing, visit to, 11

Nature, studying of, 440

Nautical mysteries, initiation in, 75

Naval Architects, Institution of, 129
185

——— Life, sketches of, 37, 64, 113,
164, 199, 254, 299, 357, 438, 480, 545

——— novelty, 177

Navy, defects in the officership of the,
265, 304, 369, 501

New yacht, trial of, 52

——— York, return to, 445

Nigra, the pinus, 123

Norway spruce, description of, 194

North country skipper, the bewildered,
203

Oar, the, 421

Oberon victorious, 346

Obituary, Mr. A. A. Casamajor, 452

——— Col. R. W. Huey, 417

——— E. Moore, Esq., 559

Officer, the disguised, 206

"Old Feller," noble conduct of our, 484

——— Meridian, opinion of, 170

——— kindness of, 202

Orr's angulated jib, 1

Osprey victorious, 334, 325, 451

Palm and pine, difference of, 194

Pearl victorious, 409

Pembroke victorious, 457

Phantom victorious, 315, 345

Picea, the pinus, 194

Pitch, or red pine, 193

Plymouth, arrival at, 116, 303

Portree, arrival at, 60, 111

——— description of, 291

Positions of masts, tables of, 142

Prisoners, death of, 205

——— delight of, 256

Privateer, charge of the, 200

Proposal, the dishonourable, 201

Propulsion, centre of, 100

Pumps, working of the, 258

Quarter-deck, scene on, 483

Queen victorious, 432

Raking masts, opinions on, 148

Red Rover victorious, 162, 466, 492

REGATTAS AND MATCHES—

Royal Squadron, 382

——— Canadian, 494

——— Cork, 408

——— Halifax, 467

——— Irish, 400

——— London, 304, 342

——— Mersey, 329

——— Northern, 353

——— Thames, 307, 313, 346

——— Victoria, 389

——— Western, 413

Royal Yorkshire, 431

Prince of Wales, 272, 350

Birkenhead Model, 366, 493

Irish Model, 316, 363, 365, 466

Norfolk and Suffolk, 318, 460

Queenstown, 396

Ranelagh, 275, 453

Beccles, 509

Brudenall, 507

Bute and Corwal, 417

Dovor, 451

Great Yarmouth, 464

Hythe, 513

Kenmare bay, 511

Kinsale, 45

Lough-Allen, 458

Lowestoft, 493

Ocean race, 406

Paignton, 510

Private match, 275

Somerleyton, 509

Swansea, 434

Teignmouth, 457

Wells-next-the-Sea, 512

Windermere, 362, 420

Reindeer, in search of, 216

Report, the threatened, 165

Resinosa, the pinus, 193

Rigida, the pinus, 193

Rigging, standing and running, 151

Rocky island, legend of, 250

Ross-shire coast, approach to, 61

Rover victorious, 492

Russian sailors, sufferings of, 429

Sails, centre effort of the, 240

——— flat standing, 55

——— measurement by area of, 153

Sailors, wages of, 289

Salmon stream, a first rate, 109

Sappho victorious, 512

Saucy Mary, tributary to, 59

Schooner, mistake of the, 167

———'s spars, proportions of, 144

Sciences, circle of the, 165

Scotch fir, description of, 194

Scotland, northern lochs of, 9, 57, 510

Seamen, muster of, 438

Sea horses, seasons with, 213

Season of 1861, the, 19, 477

Sgeir na Cadleach, legend of, 57

Shieldag, bay of, anchored in, 109

——— religious observance
at, 110

Ship, attempt to sink, 255

———s pumps, self-acting, 47

———mates, casting lots among, 300

Shrouds, method of setting, 241

Signals, man-of-war's-man's, 203

———, storm, description of, 134

Silver fir, utility of, 194

Simon Boomer's gun-room, 74, 157
243

Skipper, consternation of, 51

- Skipper, the drunken, 301
 Skye, visit to, 9
 Sound of Rasay, leaving the, 292
 Southern pine, the, 193
 South Cape, sighted the, 426
 Spar, the choice of a, 196
 —a, placing of, 99
 Spitzbergen, description of, 427
 ————— convicts at, 428
 Sprung masts, cause of, 192
 St. Kilda, visit to, 71
 Stone pine, excellence of, 194
 Storms, Adml. Fitzroy on, 125
 — the foretelling of, 123
 Stornoway, cruise to, 289
 ————— harbour of, 293
 Storr rocks, ascent of, 60, 291
 Stranded vessels, saving the crews of, 127
 Strobilus, the pinus, 193
 Sylvestris, the pinus, 194
 Taylor's method of constructing jibs 2,
 Thought performance of, 207
 ————— description of diagram of, 212
 ————— victorious, 313, 395, 402, 406, 451
 Timber, selection of, 194
 ————— dry seasoned, 232
 Topmast, fitting of, 236
 Traverse, working a, 199
 Ullapool, visit to, 61
 Uncle Sam, speed of, 169
 Undine victorious, 433
 Uniform, seamen, respect the, 303
 Vampire victorious, 320
 Viking victorious, 411
 Violet victorious, 309, 418
 Virago victorious, 366, 467
 Vision victorious, 331, 493
 Volante victorious, 513
 Volunteer naval reserve, 80
 Walrus boat, description of, 172
 ————— charge of a, 217
 ————— hunters, hardships of, 216
 Water, draught of, 232
 ————— line, the inclined, 98
 Wanderer victorious, 320, 461, 463, 508
 Wave victorious, 469
 ————— line theory, Russell on the, 42
 Webb, Mr., American builder, 444
 Welshman, mistake of the, 299
 Whiskers, iron, 240
 White, or Weymouth pine, 193
 Why-not victorious, 274, 307
 Wicklow head, bearing and distance, 245
 Wildfire, masts of, 150
 Wide Awake victorious, 498
 Wind and weather map, 138
 Wire-rope, galvanized iron, 241
 Wit, magisterial, 76
 Wood, zones in, 195
 Wooden jaws, strength of, 283
 Woman, distress of, 302
 ————— stratagem of, 485
 Women, appearance of, 37
 ————— amusing discovery of, 440
 Working drawings, investigation of, 54
 Wreck register, 474
 Yacht, beautiful appearance of, 77
 ————— building of, 444
 ————— first race of, 53
 ————— matches, time table for, 156
 ————— measurement, 152
 —————s and yachting, description of, 1, 49, 97, 143, 189, 231, 281, 517
 ————— crew, wages of, 263
 ————— costs of keeping, 262
 ————— rigging and fitting, 285
 ————— system, our, 5
 ————— ing in 1861, 476, 527
 ————— intelligence, 95
 Yachtsmanship, treatise on, review of, 81
 ————— men, uncomfortable position of, 51
 ————— negligence of, 236
 Yellow pine, the, 193
 ————— gravity of, 232
 Zouave victorious, 415
 Zuffa victorious, 399

REFERENCE TO PLATES.

	page	Title
Orr's Angulated Jib	to face	
Taylor's Jib.....	2	
Kipping's Jib.....	3	
Life-Boat proceeding to wreck.....	89	
Cutters standing and running rigging.....	151	
Diagram of Thought Yacht	190	
Match between America and Alarm.....	377	
The Ginevra Yacht.....	421	
The Wreck Chart for 1860.....	470	

Glenn built after the lines of the
Mary Taylor

Cannula 399

1 - 7 - 335 - 27 - 410

472

Phoebe 208

170a

8

F

THE NEW YORK PUBLIC LIBRARY
REFERENCE DEPARTMENT

**This book is under no circumstances to be
taken from the Building**

Form 410

